

## **Planning Context Report**

### **Proposed ORE Capable Terminal on a 250m Wharf Extension & Ancillary Operation Support Infrastructure**

**Port of Waterford**

**Belview**

**Co. Kilkenny**

**Applicant: Port of Waterford Company**

September 2025



## **Table of Contents**

<b>1. Introduction.....</b>	<b>1</b>
<b>1.1 Planning Application Team .....</b>	<b>1</b>
<b>2. Port of Waterford.....</b>	<b>2</b>
<b>3. Site Location &amp; Context .....</b>	<b>3</b>
<b>4. Statutory Consent Process .....</b>	<b>5</b>
<b>4.1 Consultation with ACP prior to Application .....</b>	<b>5</b>
<b>4.2 Maritime Area Consent .....</b>	<b>6</b>
<b>4.3 Maritime Development Regulations.....</b>	<b>7</b>
<b>5. Description of Development.....</b>	<b>8</b>
<b>5.1 Overview of the Proposed Development .....</b>	<b>8</b>
<b>6. Planning Policy Context .....</b>	<b>9</b>
<b>6.1 Overview .....</b>	<b>9</b>
<b>6.2 Government Policy Statement on the facilitation of Offshore Renewable Energy by Commercial Ports in Ireland .....</b>	<b>10</b>
<b>6.3 South Coast Designated Maritime Area Plan for Offshore Renewable Energy October 2024 (SC-DMAP) .....</b>	<b>11</b>
<b>6.4 National Planning Framework Revision 2025 (NPF – R) .....</b>	<b>14</b>
<b>6.5 Regional Planning Policy.....</b>	<b>16</b>
<b>6.6 Local Planning Policy .....</b>	<b>19</b>
<b>6.6.1 Kilkenny County Development Plan 2021-2027.....</b>	<b>19</b>
<b>6.6.2 Draft Ferrybank Belview Framework Plan/ KCCDP Variation .....</b>	<b>20</b>



## **1. Introduction**

The purpose of this Report is to set out the statutory and planning policy context to support a planning application for Port facilities comprising a c. 250m wharf extension to support Offshore Renewable Energy ('ORE') and general port development, land reclamation, ancillary works and a biodiversity enhancement area.

The Proposed Development will be located partly on land and partly in the near-shore area of the coastal planning authority (Kilkenny County Council) at the Port of Waterford, Belview, Co. Kilkenny.

The Site has a gross site area of c.8 ha and is made up of the following elements:

- c.4.9ha of development within the existing Port of Waterford land ownership;
- c.1.3ha of reclaimed area within the River Suir using reclaimed materials and quarried rock; and,
- c.1.8ha of a biodiversity enhancement area located to the northwest of the wharf development.

### ***1.1 Planning Application Team***

The planning application has been prepared by the following design team:

Malone O'Regan Consulting Engineers (MORCE)

Malone O'Regan Environmental Services (MORES)

SCA Planning & Development (SCA)

IE Consulting

Kavanagh's Lighting

MacroWorks

Specialist consultants who contributed to the EIAR are detailed in Chapter 1 of that report.

A schedule of plans and particulars submitted in support of the application is contained in Appendix 1.

## **2. Port of Waterford**

The Port of Waterford has been a hub for shipping to and from the southeast of Ireland for over 1,100 years. Port of Waterford, originally known as Waterford Harbour Commissioners, was established more than 200 years ago in 1816. In 1999, the organisation was incorporated as the Port of Waterford Company and now operates in the commercial semi-state sector in Ireland, reporting to the Department of Transport. Since its foundation, the organisation has played a vital role in the development of Waterford City and the region.

In the early 1990s, commercial shipping operations moved to Belview, c.8km downstream of Waterford City and closer to the sea. The current commercial port comprises some 960m of marginal quays at Belview, together with open and covered storage areas and warehouses within a 265ha area of the designated Belview Port Zone, including a partly developed 55ha IDA strategic Foreign Direct Investment industrial land reserve. The Port is backed by a very significant industrial area located on adjoining landbanks and is the base of a very significant, regionally important employment zone.

The Port of Waterford operates in imports / exports with a focus on bulk and breakbulk, general cargoes, cement, GGBS, eco-cement production, concrete batching, agricultural products, oriented strand board and container handling through its licenced stevedores and manufacturers. Current bulk activity within the Port is 1.7m tonnes per annum (TPA). Total Capacity at the Port with this new development will be 4.0m TPA, which is the volume indication for 2035 in the Port of Waterford Masterplan (see Section 2.3). The Port of Waterford can accommodate large vessels, with ship draughts of up to 9m and lengths of up to 190m. The Port is serviced by the N29 national primary road and by the Rosslare-Limerick Railway line.

The Port of Waterford is a State-owned commercial company responsible for the management and development of the Port. The Port of Waterford is the fourth largest of the State commercial ports in terms of total tonnage handled, and the fifth largest port when including Rosslare Europort, and the facilities are considered an infrastructure asset of national importance.

The Port of Waterford is designated as a Port of National Significance (Tier 2) within the terms of the National Ports Policy, 2013. According to the National Ports Policy, Tier 2 ports are those that:

- ‘are responsible for at least 2.5% of overall tonnage through Irish ports;

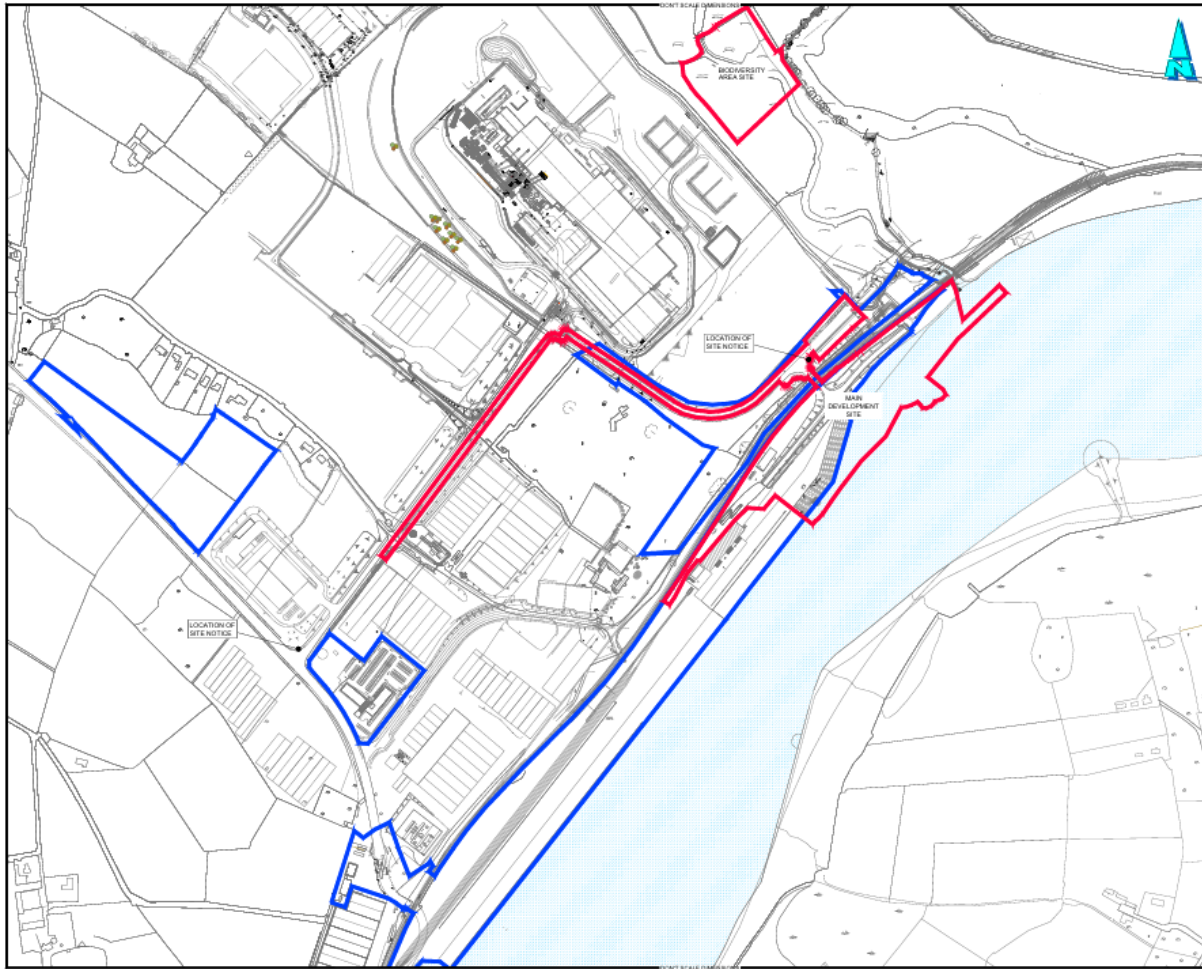
- have the clear demonstrable potential to handle higher volumes of unitised traffic; and,
- have the existing transport links to serve a wider, national marketplace beyond their immediate region.'

The Port of Waterford is Ireland's closest multi-modal port to mainland Europe and enjoys excellent transport links with Ireland's major cities through both its connection with the national road network and the railway network. The Southern Assembly Regional Spatial and Economic Strategy (RSES) supports the development of the Port as a major international gateway and its achievement of Tier 1 status.

### **3. Site Location & Context**

The Belview Port currently comprises c.960m of quays on the northern bank of the River Suir and has open and closed storage areas / warehousing within the c.256ha area designated as the Belview Port Zone.

The Site covers an area of c.8ha and is located partly on land and partly in the River Suir within the industrial landscape of the Port of Waterford, Belview, Co. Kilkenny.



**Figure 1: Site Location Map**

The Site is accessed via local road L7852 off the N29 national road. The Site is bordered to the north and west by a primarily industrial landscape, and within the wider area are the sites of SmartPly Europe, Southeast Port Services Ltd., Target Fertilisers, the wider Belview Port and more. Across the River Suir is Faithlegg, Co. Waterford, an area of one-off residential housing, agricultural lands, forestry and marshlands.

The Site boundary includes an area identified as a proposed biodiversity enhancement area located north of the proposed wharf extension. This area is currently comprised of a mosaic of agricultural wet grassland and areas of rushes. A letter of consent in respect of this part of the site is enclosed.

The portion of the Site located within the River Suir is considered to be located in the 'Nearshore' as defined in the Maritime Area Planning Act 2021 ('MAPA').



#### **4. Statutory Consent Process**

Under Section 285(1)(c)(ii) of the Planning & Development Act, 2000 (as amended) ('the Act') the proposed development is of a class specified in the *Eighth Schedule* and is partly located on land and partly in the nearshore area of a coastal planning authority (Kilkenny County Council). Such development is subject to the provisions of Chapter III of Part XXI.

Class 21 of the *Eighth Schedule* includes:

*A harbour or port installation, including*

*(e) areas for the weighing, handling or transport of goods or the movement or transport of passengers (including customs or passport control facilities), and any associated offices or other similar facilities that would—*

*(iii) involve the construction of a quay greater than 100 metres in length,*

Accordingly, this application for development in the maritime area is submitted directly to An Coimisún Pleanála ('ACP'), formerly known as An Bord Pleanála ('ABP'), under Part XXI Chapter III Section 291 of the Act.

In accordance with Section 291(1) the application is accompanied by:

- (a) the prescribed fee of €100,000
- (b) An Environmental Impact Assessment Report (EIAR)
- (c) A Natura Impact Statement (NIS)

##### ***4.1 Consultation with ACP prior to Application***

Section 287 of the Act requires a prospective application to consult with ACP before making an application under Section 291.

An initial consultation request was submitted to ACP for a Strategic Infrastructure Development ('SID') pre-application consultation on the 25<sup>th</sup> November 2023.

Pre-application consultation meetings were held online with ACP under SID protocols on the 16<sup>th</sup> February and 22<sup>nd</sup> June 2023 under Case Reference ABP-315199-22. Meeting notes from these meetings were issued by ACP.

It was intended to close the consultation and submit an SID application in August of 2023. However, the introduction of elements of the Maritime Area Planning Act ('MAPA') 2021 into

Part XXI of the Planning & Development Act 2000 (as amended) created some uncertainty around the SID process. This matter was discussed during the SID consultation and is noted in the ACP Record of Meetings.

Having regard to Part XXI, Sections 287(1) and 287(4) of the Planning and Development Act 2000 (as amended), a request for consultation was made to ACP on the 10<sup>th</sup> January 2024.

A pre-application consultation meeting was held online with ACP on the 21<sup>st</sup> March 2024 under Case Reference ABP-319047-24. The ACP Record of the Meeting notes that consultation in respect of the proposed development was originally submitted under Section 37B of the Act and two meetings were held previously (Ref. ABP-315199-22 refers).

ACP issued an Inspector's Report and formally concluded the consultation by letter dated 10th May 2024 (in accordance with Section 287(3) of the Act). The letter issued by ACP (see Appendix 2) lists the prescribed bodies that will be notified of the application for the Proposed Development.

#### **4.2 Maritime Area Consent**

Section 286(4) of the Act provides that the Board shall neither consider an application under Section 291 nor grant such permission, unless the applicant for such permission—

*(a) is the holder of—*

*(i) a maritime area consent granted for the occupation of a maritime site for the purposes of the proposed development, or*

*(ii) a licence granted under section 3 of the Act of 1933 authorising the licensee to do any act or acts referred to in that section for the purpose of the development on, or in relation to, the maritime site in which the development is proposed to be situated,*

*(b) is the owner of land in the maritime area on which it is proposed to carry out the development concerned,*

*(c) is the lessee, under a lease granted under section 2 of the Act of 1933, of a part of the foreshore that consists of, or includes, the maritime site on which it is proposed to carry out the development concerned, or*

*(d) makes the application with the consent, or on behalf, of the owner of land in the maritime area on which it is proposed to carry out the development concerned.*

A Maritime Area Consent ('MAC') has been granted by the Maritime Area Regulatory Authority ('MARA') to Port of Waterford Company for occupation of the maritime area of the proposed development site. The conditional MAC was granted on 16<sup>th</sup> June 2025 (Ref: MAC20230001).

### 4.3 Maritime Development Regulations

The application is submitted in accordance with the requirements of Article 4 of the Planning and Development (Maritime Development) Regulations 2023 ('the Regulations'). Compliance with the Regulations is detailed in Table 1 below.

**Table 1: Compliance with Article 4 of the Regulations**

Requirement	Response
(1) An application to the Board under section 291 for permission for development shall include -	
(a) the information, plans, drawings and any other documents on the proposed development as indicated by the Board under section 287 as required to accompany the application, in such number of copies as the Board has indicated it requires;	ACP has provided the applicant with a guidance document 'Section 291 Application Procedures'. The required documents have been submitted to ACP, the coastal planning authority and prescribed bodies in electronic and hard copy as per the guidance document.
(b) a copy of the notice published in accordance with section 291(3)(a);	Copies of the newspaper notices published in the Irish Daily Star, Munster Express, Waterford News & Star and Kilkenny People are included with the application. A copy of the site notice is also enclosed.
(c) a list of the persons notified of the application under section 291(3)(b), (3)(c) and (3)(d);	As required by ACP's letter of 10 <sup>th</sup> May 2024, the following prescribed bodies have been notified: <ol style="list-style-type: none"> <li>1. Department of Housing, Local Government &amp; Heritage</li> <li>2. Department of the Environment, Climate &amp; Communications</li> <li>3. Department of Transport</li> <li>4. Department of Defence</li> <li>5. Department of Agriculture, Food &amp; the Marine</li> <li>6. Environmental Protection Agency</li> <li>7. Maritime Area Regulatory Authority</li> <li>8. Department of Rural &amp; Community Development</li> <li>9. Marine Institute</li> <li>10. Inland Fisheries Ireland</li> <li>11. Health &amp; Safety Authority</li> <li>12. Commission for Regulation of Utilities</li> <li>13. Failte Ireland</li> <li>14. An Taisce</li> <li>15. Kilkenny County Council</li> <li>16. Waterford County Council</li> <li>17. Southern Regional Assembly</li> <li>18. National Transport Authority</li> <li>19. Sustainable Energy Authority of Ireland</li> <li>20. EirGrid</li> <li>21. Commissioner of Irish Lights</li> <li>22. Irish Coastguard</li> <li>23. Uisce Eireann</li> <li>24. Transport Infrastructure Ireland</li> <li>25. Coras Iompair Eireann</li> </ol>
(d) a list of any other public notice given or other public consultations conducted by the	The applicant held a public consultation event on 20 <sup>th</sup> February 2023.

<p>applicant and an indication of the date or dates of such additional notice or consultations; and</p> <p>(e) where the application is being made prior to confirmation by the applicant of certain details of the application, an opinion provided by the Board under section 287B(2), and in such circumstances the application shall be invalid if it is not in accordance with the details or groups of details specified in the opinion pursuant to section 287B(4)(a).</p>	<p>A meeting was held on the 3<sup>rd</sup> May 2023 with the Cheekpoint and Faithlegg Development Group.</p> <p>Details of these and further consultations are contained in Chapter 1, Section 1.11.1 of the enclosed EIAR.</p> <p>This provision is not relevant to the proposed development.</p>
(2) An application to the Board shall be submitted in the number of hard copies prescribed by the Board, and where the Board agrees may be made partly in electronic form.	In accordance with the ACP guidance document, two hard copies and five electronic copies are submitted to the Commission.
(3) The plans, drawings and maps accompanying an application shall be in metric scale.	All enclosed plans, drawings and maps are in metric scale.
(4) Any map or plan which is based on an Ordnance Survey map shall indicate the relevant Ordnance Survey Ireland sheet number.	The Ordnance Survey sheet numbers are indicated on the relevant drawings.
(5) For developments or works entirely offshore and outside the extent of Ordnance Survey Ireland mapping, a navigation chart projected to the Irish Transverse Mercator should be used as the background mapping.	This provision is not relevant to the proposed development.
(6) Where an Environmental Impact Assessment Report is required to be submitted with an application, it shall be submitted in electronic form.	The Environmental Impact Assessment Report is submitted in electronic form.
7) Where the Board so consents or specifies, any or all of the copies or the required information, plans and drawings shall be submitted in electronic form.	In accordance with the ACP guidance document, two hard copies and five electronic copies are submitted to the Commission.

## 5. Description of Development

### 5.1 Overview of the Proposed Development

The Proposed Development will involve the development of one of the projects outlined in the Port of Waterford Masterplan 2020-2044, which is a framework that outlines essential projects to continue to grow the Port of Waterford. The implementation of its masterplan will ensure that the Port will continue to play a significant role in the economic development of the Southeast and further afield in Ireland.

The Belview Quay extension that was originally outlined in the Masterplan included a 400m quay extension to provide two new berths, including ca. 6ha of land reclamation. However, in

2019, the first Climate Action Plan (‘CAP’) outlined the ambition of Ireland to generate at least 3.5 gigawatt (‘GW’) of offshore renewable energy by 2030. Then, in October 2020, the Department of the Taoiseach published the *‘Programme for Government: Our Shared Future’*, which set out the goal to hold the first Renewable Electricity Support Scheme (‘RESS’) auction for offshore wind in 2021 and to prepare a plan to *‘set out a path to achieving 5GW capacity in offshore windy by 2030 off Ireland’s Eastern and Southern coasts’*.

Therefore, as the requirements for offshore renewable energy in the eastern and southern coasts increased, the Belview Quay extension project was amended from the original design outlined in the Masterplan to incorporate facilities to support the offshore renewable energy targets.

The Proposed Development will comprise a 250m extension to the existing wharves at the container / bulk handling terminal at Belview Port that will provide two separate quayside ORE operator supportive facilities, provide additional bulk and container areas, ancillary works and a biodiversity enhancement area ca. 1.82ha in size. The Proposed Development will require reclaiming ca. 1.25ha of land using reclaimed materials and quarried rock.

## **6. Planning Policy Context**

### **6.1 Overview**

The expansion and diversification of the port related activities at Belview Port is supported at all hierarchy levels of national planning, including the marine area, regional, local and sectoral (spatial and economic) planning.

The Government issued a policy statement in 2021<sup>1</sup> to support the ORE commitments in the then Programme for Government (PfG) and in the Climate Action Plan (CAP21), which is a live plan.

Since 2022, there has been an additional focus and urgency at a national level to advance ORE strategic infrastructure. The MAPA 2021 has been incorporated into the Planning and Development Act.

---

<sup>1</sup> Department of Transport, “Facilitation of Offshore Renewable Energy by Commercial Ports in Ireland”, 2021

The preparation of the statutory South Coast DMAP as a sub-national plan concentrating on ORE identified an overwhelming case for the ORE infrastructure to be situated off the South Coast of Ireland.

It is essential to get the National Ports, including Belview, ready to support national policy including stated Government policy included in the National Planning Framework 1<sup>st</sup> Revision and in the Marine Planning Policy Statement, both 2025.

The Port of Waterford at Belview is ideally located to sustainably serve the development and operational maintenance of ORE infrastructure in the Irish and Celtic Sea sectors and has the capacity to serve an essential role in this strategic, nationally important offshore development area.

The envisaged expansion of the Port for all purposes as set out in the Port of Waterford Masterplan 2020 – 2044 is given recognition in the Kilkenny City & County Development Plan (KCCDP) 2021-2027. The main part of the subject site is zoned Port Facilities and Infrastructure (PFI) in the proposed KCCDP Variation 2025.

The Proposed Development, subject to the necessary compliance with planning and environmental criteria, will enhance the ability of Belview Port to fulfil the strategic roles identified in the hierarchy of NPF, SRA-RSES and KCCDP statutory development plans.

## ***6.2 Government Policy Statement on the facilitation of Offshore Renewable Energy by Commercial Ports in Ireland***

Government Policy Statement on the Facilitation of Offshore Renewable Energy by Commercial Ports in Ireland, 2021 indicated that a multiport approach will be required to address the needs of the ORE industry. This approach is best suited to deliver the ORE targets set out in the PfG and the CAP 21 and to position Ireland to take advantage of the economic opportunity created by the roll out of both fixed and floating offshore wind in Irish waters.

ORE developments will typically require both large-scale port infrastructure for project deployment and smaller-scale port facilities to provide ongoing operation and maintenance (O&M) services. Around the Irish coast, ORE projects will develop in several phases.

Port location cannot be overlooked in the context of the roll-out of the ORE industry in Ireland. The location has operational advantages that reduce costs and delays and de-risk the construction phase of the ORE project. A multiport approach removes the risk of a single point of failure that could occur for financial, operational, environmental, or planning reasons. A multiport approach will ensure sufficient flexibility to deal with these uncertainties and that port capability can come on stream as required at a number of locations. It was recognised that there are opportunities for O&M services at Waterford Port.

*The policy statement recognises that ‘A number of ports and private entities are already progressing plans to provide the facilities and infrastructure required to assist the ORE sector to develop in Ireland. This Policy Statement endorses that development... clarifies a number of matters related to how Irish commercial ports will support the roll out of the ORE industry. The statement is attentive to existing National Ports Policy as well as EU and national ambitions to reduce carbon emissions. It also recognises the economic potential of the offshore renewable energy industry and the very significant gains that can be made by Irish ports and the national economy.’*

The policy statement was linked to the preparation of the South Coast DMAP, which is referenced in section 6.3 of this report.

### ***6.3 South Coast Designated Maritime Area Plan for Offshore Renewable Energy October 2024 (SC-DMAP)***

The SC-DMAP was made by the Minister for the Environmental, Climate and Communications (MECC) on 24 October 2024. The SC-DMAP envisions, subject to obtaining the necessary project level consents, the future deployment of a single ORE project by 2030, or as soon as feasible thereafter, and further deployments for the post 2030 period, which will take place in an orderly and strategically managed basis.

The SC-DMAP will inform future decision-making processes and assessments by relevant competent authorities regarding the award of MACs and development permission for proposed ORE projects. Building upon the National Marine Planning Framework (NMPF), it will further inform decisions by competent authorities regarding the development of enabling infrastructure required to implement the objectives of the SC-DMAP, including offshore electricity transmission system infrastructure. It will also support the coordination of land and sea

interactions and the alignment of terrestrial plans and policy at national, regional, and local level that deliver sustainable onshore infrastructure to enable ORE projects in the four Maritime Areas.

In addition to ORE, the wider geographical area of the SC-DMAP, including but not limited to the four Maritime Areas, will incorporate the offshore transmission system infrastructure, where required, to connect future ORE projects to the onshore transmission system or to alternative end-users. In this regard, the preparation of the SC-DMAP has also taken place with consideration for the following NMPF objective in respect of Energy Transmission (Chapter 15), which is to:

- *Develop the offshore electricity transmission system, and connection between the offshore and onshore electricity grids, which is necessary for wider development of Ireland's offshore renewable energy sector.*

The following considerations underpinned the Government's decision to establish Ireland's first ORE DMAP off the South Coast: -

- *There is a substantial marine space off the South Coast of Ireland with sea-depths suitable for immediate and future developments of fixed offshore wind. This is a proven renewable energy technology that can be delivered at scale, within an accelerated timeframe, and at an affordable cost to Irish households and businesses. This will provide for the timely, strategic, orderly and sustainable development of offshore wind that delivers a clean and secure alternative to imported fossil fuels.*
- *The Celtic Sea contains a very significant offshore wind resource, which will contribute to the accelerated and cost-effective achievement of Ireland's renewable energy and decarbonisation objectives, while bolstering security of supply.*
- *As identified by Ireland's transmission system operator, EirGrid, there is sufficient immediate available onshore grid capacity along the South Coast, to connect approximately 900 MW of ORE capacity to the onshore transmission system.*
- ***The SC-DMAP area is within proximity to a number of significant port facilities which have the potential to enable accelerated installation and servicing of these future developments and provide a significant source of regional and local economic and employment growth. This proximity should further minimise associated installation and servicing costs.*** [emphasis added]
- *There is a significant and growing population and industrial base along the South Coast that is well placed to stimulate and benefit from the secure and cost-effective long-term supply of green energy that will be provided by implementation of the SC-DMAP. This proximity could further provide for alternative off-take solutions for potential non-grid connected offshore wind*



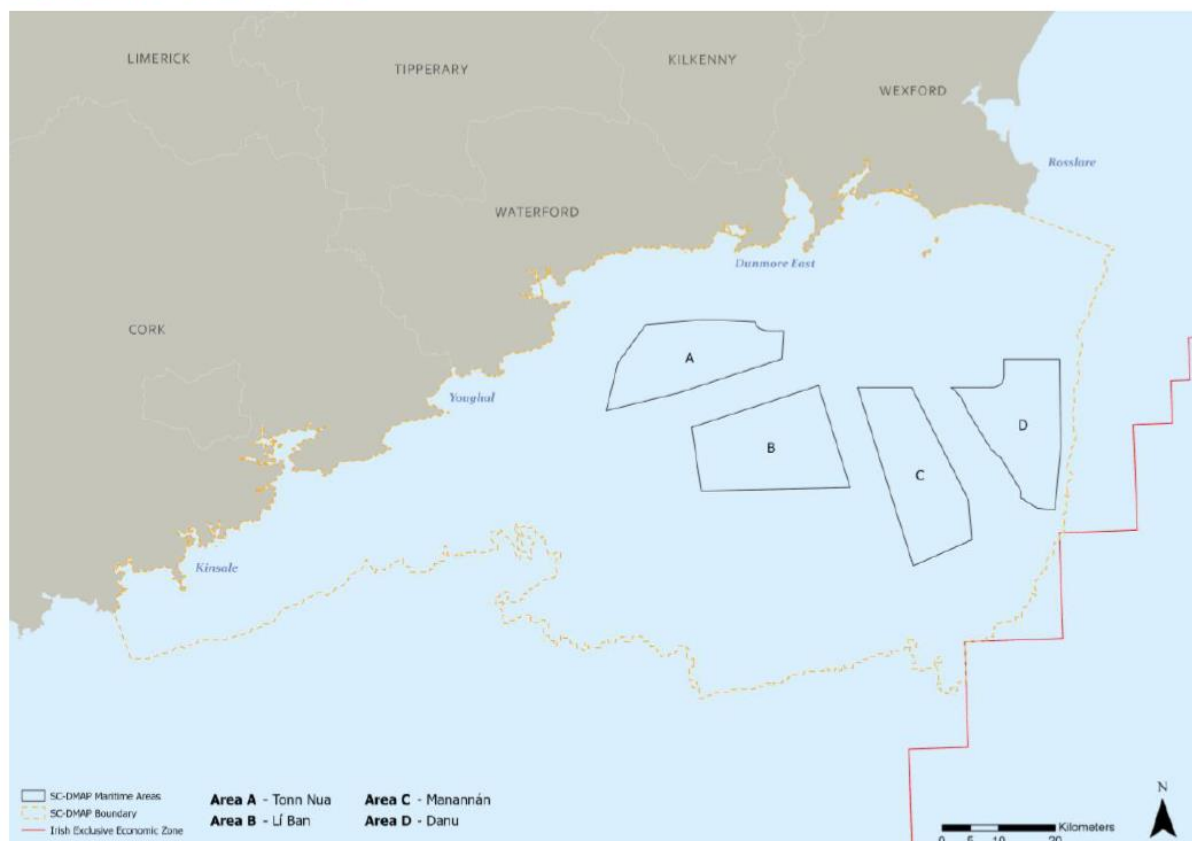
*projects, including but not limited to the production of green hydrogen and other green fuels, as well private wires directly connected to large energy users.*

The SC-DMAP identifies four Maritime Areas as the proposed locations for future deployments of ORE, in this instance exclusively relating to fixed offshore wind technology. The Plan provides that a proposed fixed offshore windfarm located in Maritime Area A will be directly connected to the onshore electricity transmission system, as described below.

*Fixed offshore wind is a proven technology that has been delivered at scale in other jurisdictions and is supported by an existing global supply chain, thereby offering the best prospects for accelerated deployment. In addition to increased deliverability prospects, fixed offshore wind can be deployed at an affordable cost to Irish electricity consumers. Put simply, deployment of fixed-bottom offshore wind is aligned with the accelerated achievement of Ireland's renewable energy and legally binding decarbonisation objectives.*

*DMAP places significant restrictions on the extent of future ORE development which may only take place in the four identified Maritime Areas. This approach will achieve the objectives of accelerating ORE development, while at the same time avoiding and minimising associated adverse impacts, and in particular potential adverse impacts on the environment, biodiversity and on other existing marine users.*

## Maritime Areas A to D



## Figure 2: Extract from SC-DMAP

The Port of Waterford is the closest ORE capable port to Maritime Area A (named - Tonn Nua).

The SC-DMAP indicates as follows: -

*A development within Maritime Area A will aim to deploy by 2030 or as soon as feasible thereafter, subject to all necessary project level assessments and consents. Due to significantly shallower water depths than within Maritime Areas B, C and D, and therefore the existence of the global supply chain required to facilitate construction at these depths, an ORE project located in Maritime Area A offers significantly greater prospects for achieving deployment by 2030 or as soon as feasible thereafter. This is critical to achieving Ireland's renewable energy and climate objectives... It is proposed that this single deployment within Maritime Area A will be directly connected to the onshore electricity transmission system at two separate existing onshore sub-stations at locations to be determined by EirGrid. Offshore and onshore transmission system infrastructure, including offshore sub-stations and export cables will be developed by EirGrid. It is intended that this development will aim for deployment by 2030, or as soon as feasible thereafter, in order to contribute to Ireland's legally binding target of reducing greenhouse gas emissions by 51% by the end of this decade.*

### 6.4 National Planning Framework Revision 2025 (NPF – R)

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of our country out to the year 2040. In the period between 2022 and 2040 it is expected that there will be roughly an extra one million people living in our country, to approximately 6.1 million (the ESRI have also modelled a higher international migration scenario with a projected population of 6.3 million people by 2040 (baseline + 200,000)). This population growth will require new jobs and new homes.

Chapter 7 deals with Realising Marine Potential and chapter 9 deals with Climate Transition and Environment, including the following relevant extracts: -

*In line with the Climate Action Plan 2024, the transport sector will continue to support to facilitate the development of at least 5GW of installed offshore wind capacity by 2030, and the longer-term ambition for over 37GW of offshore renewable Energy (ORE) to be delivered before 2050. The Irish Commercial State Ports can act as positive contributors to the ORE Industry.*

*Work to identify and resolve barriers to the delivery of ports infrastructure to facilitate ORE, while ensuring protection of biodiversity in line with national and EU legislation, the National Biodiversity Action Plan and forthcoming National Nature Restoration Plan will be advanced by the Department of Transport.*

*Tier 1 and 2 ports are, in the main, located within close proximity to our cities and the role of these ports will be considered and addressed in tandem with long-term infrastructural requirements as part of the relevant Regional Spatial and Economic Strategy and plan making processes at local level.*

*Strategic plans for relevant Tier 1 and 2 ports and corresponding city growth strategies should align and be consistent with the broader aims and policies for the effective growth and sustainable development of the city regions.*

*Furthermore, naturally occurring deep water at ports in the south and south-west, are capable of receiving the largest ocean-going vessels and offer the potential for industrial and energy related developments that depend on the availability of suitable deep-water berths.*

*Given the identification of offshore renewable energy as a key element of the approach to reducing carbon emissions across number of sectors, including transport and electricity generation, ports in our regions have a natural advantage with proximity to potential offshore renewable energy locations and will play a critical role in facilitating the development maintenance and operation of the sector through the accommodation of supporting infrastructure.*

*Government policy supports a multi-port approach to the development of necessary port infrastructure facilities to enable offshore renewable energy (Government's Policy Statement on the Facilitation of Offshore Renewable Energy by Commercial Ports in Ireland (2021), which is supported by the NPF.*

*National Policy Objective 50: - Ensure that the strategic development requirements of Tier 1 and Tier 2 Ports, ports of regional significance, State Fishing Harbours and smaller harbours are addressed as part of Regional Spatial and Economic Strategies, and plans at local level to ensure the effective growth and sustainable development of the city regions and regional and rural areas, in accordance with National Ports Policy.*

*National Policy Objective 51: - Support the sustainable delivery of port and harbour infrastructure to facilitate the development, maintenance and operation of offshore renewable electricity generating developments.*

*The NPF-R references the SC- DMAP and includes the following: -*

#### *7.5 Offshore Renewable Energy*

*Over the period to 2040, it is likely that technological advances will accelerate the commercial application, development and deployment of a marine renewable energy sector to assist Ireland to meet its commitments under the Climate Action Plan 2024.*

*Under the Climate Action Plan 2024, Government has committed to generating 80% of our electricity demand from renewable sources by 2030, which includes achieving at least 5 GW of offshore renewable energy capacity by that date. Offshore renewable energy represents an emerging sectoral opportunity for coastal regions with the potential to support the delivery of Ireland's offshore wind ambitions being a particular economic development opportunity.*

*Enabling infrastructure will be required to ensure that these regions are positioned to harness this growth potential.*

*As major capital infrastructure projects, offshore renewable energy developments, and offshore wind, in particular, typically have long lead-in times of several years from design to commissioning stages.*

*The National Marine Planning Framework, as Ireland's first comprehensive marine spatial plan, provides a comprehensive policy framework to guide future development in this area. In line with the Maritime Area Planning Act 2021, future offshore wind developments will be located within Designated Maritime Area Plans (DMAPs) established by Government.*

*The development of offshore renewable energy is critically dependent on the development of enabling infrastructure, including grid facilities to bring the energy ashore and connect to major sources of energy demand as well as port infrastructure for the marshalling and assembly of wind turbine components. The Future Framework for Offshore Renewable Energy Policy Statement, setting the longer-term model and vision for achieving offshore renewable energy targets of 20GW by 2040 and 37GW by 2050, was published by Government in 2024. An Offshore Transmission Strategy will be prepared by the Department of the Environment, Climate and Communications.*

*Under the Future Framework for Offshore Renewable Energy Policy Statement, Government is committed to the sustainable development and deployment of marine renewable energy and supports the continued advances across fixed and floating turbine, wave and tidal renewable energy technologies to meet our Climate Action Plan renewable energy targets.*

*Complementing these is Powering Prosperity – Ireland's Offshore Wind Industrial Strategy which has been developed by the Department of Enterprise, Trade, and Employment to ensure that Ireland maximises the economic benefit associated with the Government's offshore renewable energy targets. This Strategy includes a focus on the potential to develop new industrial demand for renewable energy, for which infrastructural development will be a key enabler.*

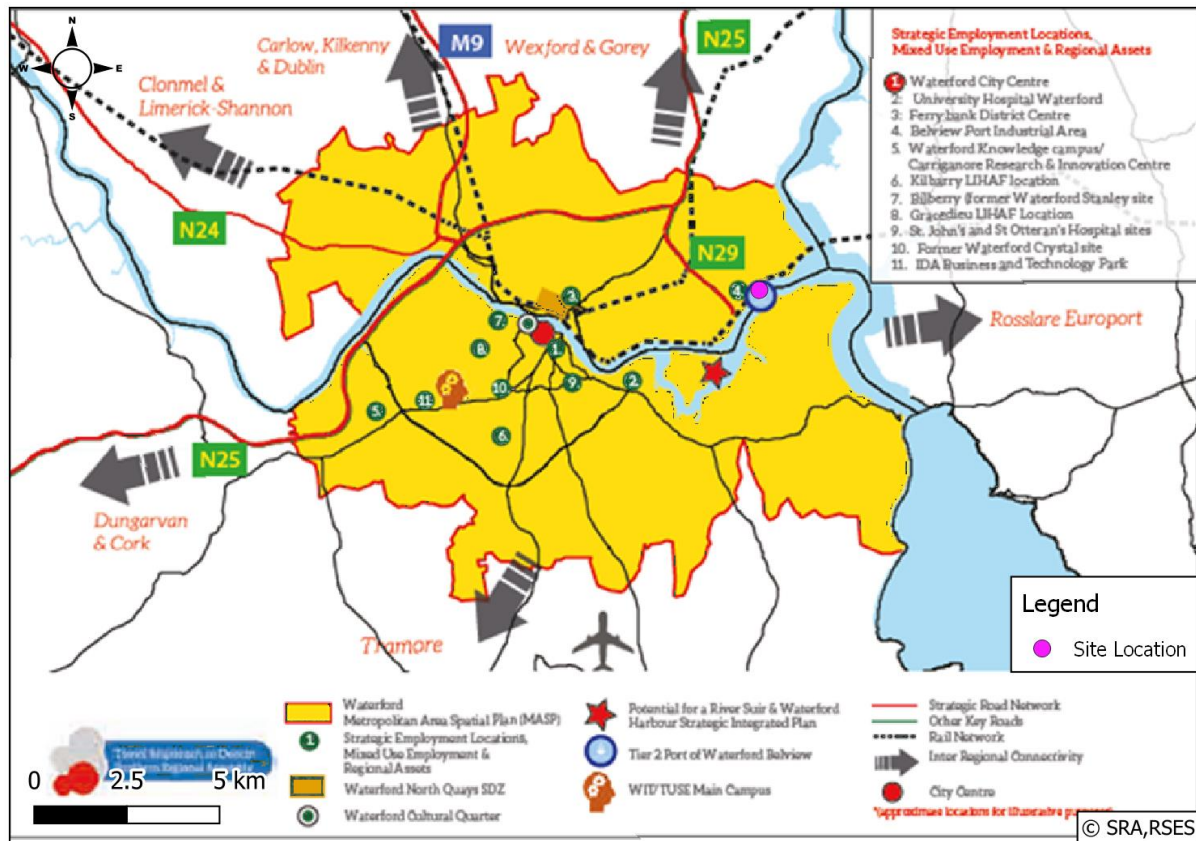
*Furthermore, the National Smart Specialisation Strategy for Innovation 2022-2027 identified the significant importance and potential of offshore renewable energy and decarbonisation in the context of the wider maritime economy.*

## **6.5 Regional Planning Policy**

### **Regional Spatial and Economic Strategy for the Southern Region**

The RSES provides a long-term regional level strategic planning and economic framework in support of the implementation of the National Planning Framework for the future physical, economic and social development of the Southern Region. This RSES is to be revised on foot of the NPF 1<sup>st</sup> Revision, which allocates more population and economic strengthening to the cities, including Waterford.

The RSES includes Metropolitan Area Strategic Plans (MASPs) to guide the future development of the Region's three main cities and metropolitan areas – Cork, Limerick-Shannon and Waterford. Ferrybank and Belview Port is included in the Waterford Metropolitan Area Strategic Plan (MASP) area.



**Figure 3: Extract from SRA-RSES Map**

The Port, located within the Waterford City MASP, is identified as a Tier 2 Port; a strategic employment zone (No. 4 on map extract above); an international gateway; and a regional economic asset, with strategic linkages to the nationally important Eastern Corridor economic zone (EU TEN-T network) with a view to strengthening freight and logistics facilities, including rail freight.

The RSES identifies Belview as a strategic employment location for the Waterford MASP and refers to the importance of enhanced access to Belview Port, with regards to the growth of the Waterford Metropolitan Area.



## 8.2 | Development of the Port of Waterford (Belview) as a Major International Gateway

*The Port of Waterford is Ireland's closest multi-modal port to Continental Europe with significant capacity for growth. A Port of National Significance (Tier 2) and a Comprehensive Port on the Ten-T Network, it currently handles 1 million tonnes of bulk product (primarily Agri-Related) and 100,000 tonnes of break bulk (timber, steel).*

The Port of Waterford Master Plan provides a framework to provide for future infrastructure investment requirements for enhanced capacity, which includes quay extensions, widening and deepening of shipping channels and installation of walling to reduce requirements for dredging, deeper berths at quays, and a larger turning basin.

The RSES supports development of freight rail services and facilities at the Region's ports. For the Port of

Waterford, this will require improvements to the Waterford to Limerick rail line as a key strategic freight corridor to build the Region's international connectivity. For the Port to function effectively for the State and support modal shift freight rail as part of wider climate action programmes, effective financial incentives should be provided. The Port has a significant industrial hinterland including the IDA's 55 ha Strategic Industrial landbank and the port has identified the need for further additional land and facilities to support port activity in the Master Plan.

Improvements to the N29 and the intersection close to the N25 will enable lands to be released for development and facilitate Port expansion.

Under Food Harvest 2020, the Port of Waterford will continue to be a key export point for the agri-food sector, and Waterford can support economic development through improved routes to market for SMEs and all industry sectors.

### Waterford MASP Policy Objective 15

#### Port of Waterford

Local Authorities and Public Bodies shall support the development of the necessary port infrastructure and associated road and rail connectivity required to support the development of the Port of Waterford Belview and to support the role of the Port as an Economic Driver for the South-East subject to the outcome of appropriate appraisal, environmental assessments and the planning process.

### Waterford MASP Policy Objective 20

#### Strategic Employment Locations

Local Authorities and Public Bodies shall support the development of the identified Strategic Employment Locations and other potential sites/locations and provision of associated transport and services necessary to support the overall development of the Waterford Metropolitan Area, subject to the outcome of environmental assessments and the planning process.

Figure 4: Extract from SRA-RSES relating to Belview Port

Figure 5: Extract from Southern Regional Assembly RSES relating to Strategic Employment Locations

From the above extracts, the following objectives are relevant: -

**Waterford MASP Policy Objective 15 – Port of Waterford** – *‘Port of Waterford Local Authorities and Public Bodies shall support the development of the necessary port infrastructure and associated road and rail connectivity required to support the development of the Port of Waterford Belview and to support the role of the Port as an Economic Driver for the South-East subject to the outcome of appropriate appraisal, environmental assessments and the planning process.’*

**Waterford MASP Policy Objective 20 - Strategic Employment Locations** - *‘Local Authorities and Public Bodies shall support the development of the identified Strategic Employment Locations and other potential sites/locations and provision of associated transport and services necessary to support the overall development of the Waterford Metropolitan Area, subject to the outcome of environmental assessments and the planning process.’*

## **6.6 Local Planning Policy**

### **6.6.1 Kilkenny County Development Plan 2021-2027**

The operative plan for the area is the Kilkenny City and County Development Plan 2021-2027. Kilkenny County Council is committed to developing Ferrybank/Belview as part of a concentric city as envisaged in the Waterford MASP. The Council will assist in the implementation of the Waterford MASP by reviewing the Ferrybank/Belview Local Area Plan to be consistent with the RSES MASP in a timely manner and incorporating it into the Kilkenny City and County Development Plan by means of variation.

The Variation process has commenced and a Draft Ferrybank/Belview Framework Plan (FBFP) was published for public consultation in July 2025. The consultation stage is ongoing at the time of making this planning application.

Belview Port is identified within the Development Plan as a nationally and regionally important strategic locations for enterprise and employment.

Section 5.5.1 ‘Belview Port’ states - *‘The bulk side of the business is predominantly import and focussed on agri-inputs. The container operation supports a wide range of imports and regional exporters from the food, pharmaceutical and other sectors. The annual value of goods through the Port was estimated at €1.7 billion in 2017 with just under 1,000 jobs in, or supported by businesses in, the port zone’*. It is further stated - *‘The port is a significant economic facilitator with an important role to play in the economic development of the South East and further afield’*.

Section 5.2.3 Manufacturing states that Beview Port *‘is an ideal location for large-scale industries and manufacturing companies. Belview Port is the nearest major Irish port to mainland Europe providing a saving to shippers of both time and fuel while being a natural hub for the integration of port, shipping, road and rail freight services’*.

Section 12.8.1 Belview states - *‘The Council will support and promote the development of the necessary port infrastructure and associated industrial and distribution activities as well as associated rail and road connectivity required to support the development of the Port of Waterford, Belview’*.

#### 6.6.2 Draft Ferrybank Belview Framework Plan/ KCCDP Variation

The following extracts from Sections 8.3, 8.4, 8.5 & 8.7 of the Draft Ferrybank Belview Framework Plan are relevant to the proposal and may be the statutory plan context when the decision is being made on the subject application by the Commission and therefore, relevant to consider in this report.

### **8.3 National and Local Policy Context**

*The First Revision to the National Planning Framework (May 2024) contains National Policy Objectives that seek to ensure the strategic development requirements of Tier 1 and Tier 2 ports are addressed through regional and local development plans, including infrastructure to effectively support the development and maintenance of offshore renewable electricity generating developments.*

*The National Marine Planning Framework (NMPF) supports the strategic development of ports in line with approved master/strategic plans and supports investment in the land-based and coastal infrastructure that is necessary to establish and maintain an indigenous Offshore Renewable Energy sector (ORE).*

*This plan seeks to position the Port of Waterford and surrounding enterprise area at Belview to capitalise on the potential of the ORE sector. The Kilkenny CDP and the Waterford CDP identify Belview Port as being of strategic national, regional and county importance with good road and rail links, and as a strategic employment Location.*

*The Kilkenny CDP notes, that albeit located in Kilkenny, Belview Port will be developed as part of an agreed Waterford Metropolitan Strategy, as the area is included in the Waterford MASP. The Kilkenny CDP acknowledges the presence of a significant industrial hinterland including the IDA’s 55 ha Strategic Industrial landbank, also notes that one of the main priorities for the port’s expansion is the attraction of FDI*



*The strategic masterplan for the port identifies the need for further additional land and facilities to support port activity. The Kilkenny CDP further supports the Port of Waterford in the development of port facilities at Belview as outlined in the strategic masterplan.*

#### **8.4 Future of Belview Industrial Area**

*As identified in the City & County Development Plan five sectors for specific development initiatives. Two of which; Agri-Food and Life Sciences (including Pharma) relates to Belview. This Plan aims to facilitate the development of these sectors in Belview. This Plan also recognises that there is a need to capitalise on the significance of Belview Port as a critical piece of infrastructure, rivalling the more traditional ports of Dublin and Cork.*

*The Port of Waterford is currently developing infrastructure to facilitate the deployment of Offshore Renewable Energy (ORE) and has engaged with Maritime Area Regulatory Authority (MARA) to secure Maritime Area Consent and with An Bord Pleanála for permission to construct a 250 extension to the existing wharves at the Container / Bulk Handling Terminal.*

*This quay extension and the 2ha on quay storage will facilitate the servicing of ORE developments. This quay extension was identified as part of the Port of Waterford Masterplan 2020 – 2044 published in October 2020.*

*It is the ambition of the Port of Waterford to become a transactional ORE port for the South-East coast which will facilitate the Offshore renewable sector in terms of construction support, transportation of ORE components and the maintenance of offshore wind farms. This objective is supported by Kilkenny County Council.*

#### **8.5 Energy Centre of Excellence**

*A significant opportunity for Belview Port and in turn the wider region, is the development of an energy centre of excellence, leveraging the envisaged increase in clean energy from wind farms off Ireland's south coast. This energy park, which could include data centre use, would likely be a very attractive offering given the Port's strategic location. This would leverage the envisaged increase in clean energy from wind farms located offshore to the currently gas-fired Great Island Power Station. To facilitate this an upgrade of the electrical transmission infrastructure between the Port and Great Island would be required.*

*The required upgrade is highlighted in Eirgrid/SONI's Shaping Our Electricity Future Roadmap which identifies Great Island as a Renewables Hub, with associated infrastructure upgrades to the west (Figure 8.1). Incentivising nearby Large Energy User (LEU) demand is thought to be an opportunity for the area to make use of abundant renewable energy resources.*

#### **8.7 Belview Port and Industrial Area Objectives**

**BPIA1** *Support the sustainable delivery of port and harbour infrastructure to facilitate the development, maintenance and operation of offshore renewable electricity (ORE) generating developments.*

**BPIA2** Ensure that further development of Belview Port does not have an undue impact on natural and built heritage, or residential amenity.

**BPIA3** Undertake conservation management plan for Glasshouse site with a focus on possible creation of park for local workers and community.

**BPIA4** Ensure any development of Belview House secures the future of the walled garden and outbuildings.

**BPIA5** Work in conjunction with Irish Water to promote the ongoing upgrade and expansion of water supply and wastewater services to meet the future needs of the Belview Industrial area and to seek extensions for the water and foul water networks to service the zoned lands sequentially. **BPIA6** Continue to work with Transport Infrastructure Ireland to finalise an approach an upgraded junction arrangement at the N29/L3412 junction.

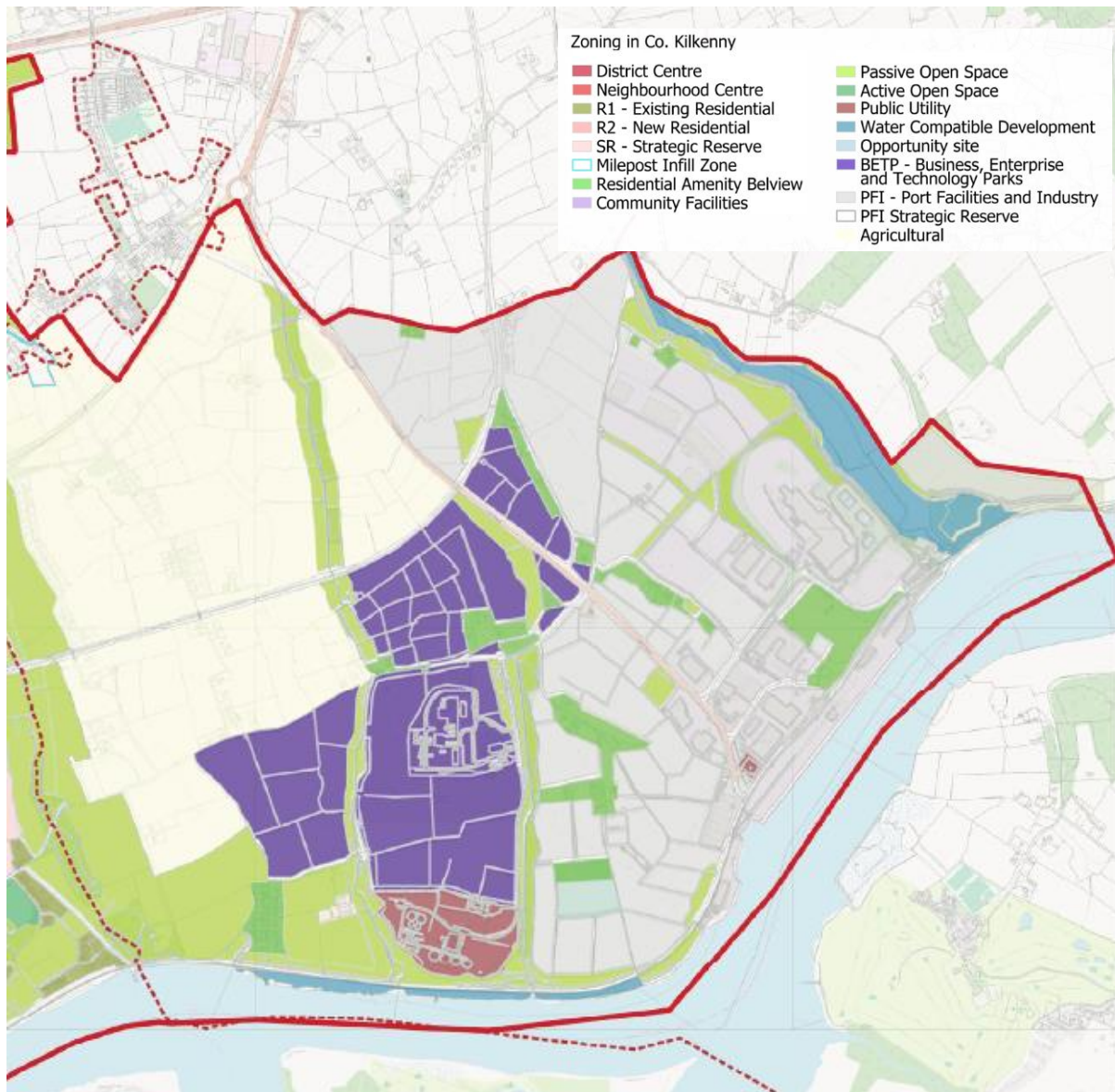
**BPIA7** Provide access to the IDA lands with an upgrade to the existing local road (the L3412) in cooperation with the IDA.

**BPIA8** Work with TII to investigate the feasibility of providing dedicated Active Travel links from the SE Greenway at Ballyvalla in the short-medium term and a future N29 Active Travel route in the longer-term.

### **Zoning**

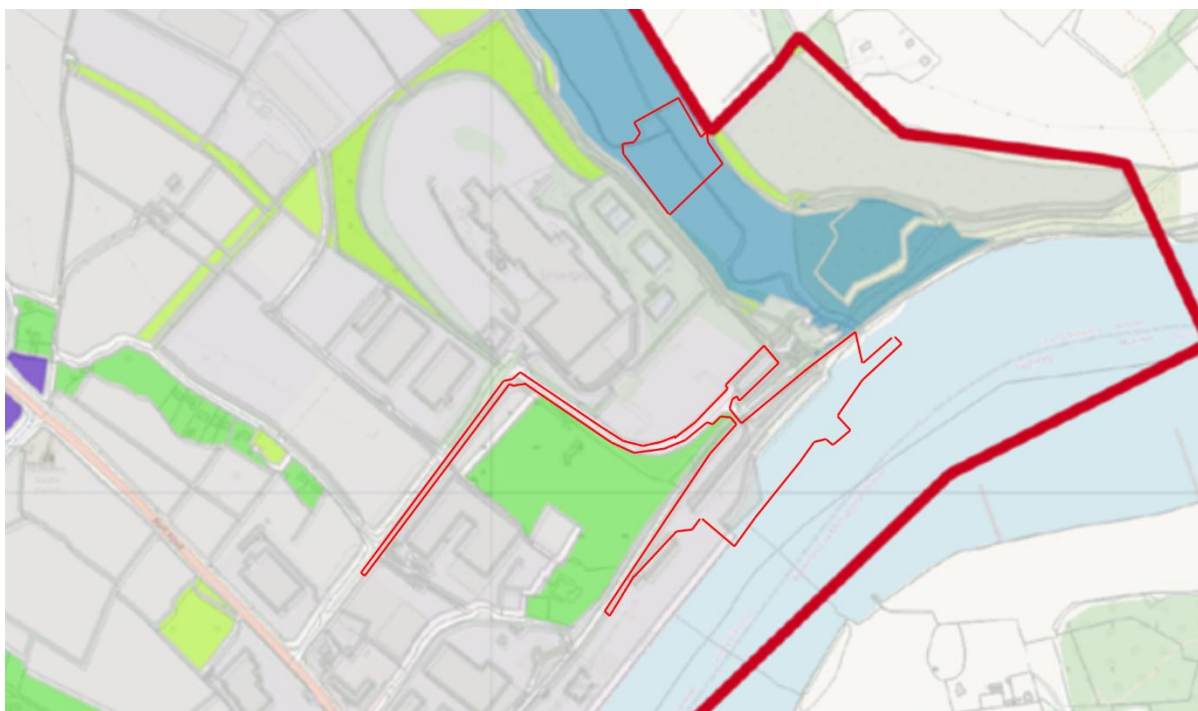
The majority of land within the site is zoned ‘PFI: Development of port facilities and industry’ in the FBFP. The Proposed Development is considered to be port-related use of land, which is compatible with the zoning objective for the area.

The proposed Biodiversity Enhancement Area is located on land zoned ‘Water Compatible Development’.



**Figure 6: Extract from FBFP Appendix 4 Zoning Map**

The site outline of the subject application has been superimposed on the draft zoning map, as shown below.



**Figure 7: Extract from FBFP Appendix 4 Zoning Map – PFI zoning shaded ‘grey’. The ecological enhancement area is zoned ‘Water Compatible Development’.**

#### Port Facilities and Industry (‘PFI’)

PFI Objective: To provide for light industry, technology and the expansion of port and ORE related activity.

Permissible Uses: Car/Truck Park, industry (General Industrial use), Industry (Light), Port related office, Construction Support, Data Centre, Operations and Maintenance facilities supporting the ORE industry open space, park and ride facility, silos and storage areas, storage tanks including bulk liquid storage and general warehousing, wholesale/warehousing.

#### Water Compatible Development (‘WCD’)

WCD Objective: To allow for water compatible development, passive open space and biodiversity conservation.

Permissible Uses: Essential public infrastructure; Flood control infrastructure; Water-based recreation and tourism (excluding sleeping accommodation); Lifeguard and coastguard stations; Amenity open space, outdoor sports and recreation and essential facilities such as changing rooms, expansion of existing uses subject to a Development Management Justification Test.

## Appendix 1 – Schedule of Plans & Particulars

Planning Documents	Prepared By
<b>Particulars</b>	
Planning Application Form	
Newspaper Notices	
- Irish Star	
- Munster	
- Kilkenny People	
- News and Star	
Site Notice	
EIA Portal Notice	
Letters to Consultees	
Letter of Consent	
Maritime Area Consent	
<b>Reports</b>	
Planning Context Report (this document)	SCA
Environmental Impact Assessment Report	MORES
Stage 2 Appropriate Assessment – Natura Impact Statement	MORES
Construction Environmental Management Plan	MORES
Water Framework Directive Report	MORES
Engineering Report	MORCE
Lighting Report	MOR/Kavanaghs Elec
Site Specific Flood Risk Assessment	MOR/IE

Drawing No	Drawing Title
W20088-XX-XXX-DR-MOR-CE-01200	Site Location Map and Location of Site Notices
W20088-XX-XXX-DR-MOR-CE-01201	Existing Overall Site Layout
W20088-XX-XXX-DR-MOR-CE-01202	Existing Site Layout-Sheet 1
W20088-XX-XXX-DR-MOR-CE-01203	Existing Site Layout-Sheet 2
W20088-XX-XXX-DR-MOR-CE-01204	Existing Site Layout-Sheet 3
W20088-XX-XXX-DR-MOR-CE-01205	Existing Site Layout-Sheet 4
W20088-XX-XXX-DR-MOR-CE-01206	Existing Site Layout-Sheet 5
W20088-XX-XXX-DR-MOR-CE-01207	Existing Watermain, Drainage & Services Layout-Sheet 1
W20088-XX-XXX-DR-MOR-CE-01208	Existing Watermain, Drainage & Services Layout-Sheet 2
W20088-XX-XXX-DR-MOR-CE-01209	Demolition Layout-Sheet 1
W20088-XX-XXX-DR-MOR-CE-01210	Demolition Layout-Sheet 2
W20088-XX-XXX-DR-MOR-CE-01211	Proposed Overall Site Layout
W20088-XX-XXX-DR-MOR-CE-01212	Proposed Site Layout-Sheet 1
W20088-XX-XXX-DR-MOR-CE-01213	Proposed Site Layout-Sheet 2
W20088-XX-XXX-DR-MOR-CE-01214	Proposed Watermain & Firemain Layout-Sheet 1
W20088-XX-XXX-DR-MOR-CE-01215	Proposed Watermain & Firemain Layout-Sheet 2
W20088-XX-XXX-DR-MOR-CE-01216	Proposed Surface Water Drainage Layout-Sheet 1

W20088-XX-XXX-DR-MOR-CE-01217	Proposed Surface Water Drainage Layout-Sheet 2
W20088-XX-XXX-DR-MOR-CE-01218	Proposed Foul Water & Foul Rising Main Drainage Layout-Sheet 1
W20088-XX-XXX-DR-MOR-CE-01219	Proposed Foul Water & Foul Rising Main Drainage Layout-Sheet 2
W20088-XX-XXX-DR-MOR-CE-01220	Proposed Foul Water & Foul Rising Main Drainage Layout-Sheet 3
W20088-XX-XXX-DR-MOR-CE-01221	Proposed Lighting Layout-Sheet 1
W20088-XX-XXX-DR-MOR-CE-01222	Proposed Lighting Layout-Sheet 2
W20088-XX-XXX-DR-MOR-CE-01223	Proposed Vehicle Movements-Sheet 1
W20088-XX-XXX-DR-MOR-CE-01224	Proposed Vehicle Movements-Sheet 2
W20088-XX-XXX-DR-MOR-CE-01231	Proposed Wharf Extension, Typical Piling Layout, Section & Fendering Detail
W20088-XX-XXX-DR-MOR-CE-01232	Proposed Wharf Extension Elevation
W20088-XX-XXX-DR-MOR-CE-01235	Proposed Pontoons Plan and Elevation
W20088-XX-XXX-DR-MOR-CE-01236	Proposed Pontoons Typical Details
W20088-XX-XXX-DR-MOR-CE-01241	Proposed Gangway Details to Landing Pontoons
W20088-XX-XXX-DR-MOR-CE-01242	Proposed Weighbridge Details
W20088-XX-XXX-DR-MOR-CE-01301	Existing & Proposed Site Cross Sections-Sheet 1
W20088-XX-XXX-DR-MOR-CE-01302	Existing & Proposed Site Cross Sections-Sheet 2
W20088-XX-XXX-DR-MOR-CE-01303	Existing & Proposed Site Cross Sections-Sheet 3
W20088-XX-XXX-DR-MOR-CE-01304	Existing & Proposed Site Cross Sections-Sheet 4
W20088-XX-XXX-DR-MOR-CE-01501	Site Development Details - Sheet 1
W20088-XX-XXX-DR-MOR-CE-01502	Site Development Details - Sheet 2
W20088-XX-XXX-DR-MOR-CE-01503	Site Development Details - Sheet 3
W20088-XX-XXX-DR-MOR-CE-01504	Site Development Details - Sheet 4
W20088-XX-XXX-DR-MOR-CE-01505	Site Development Details - Sheet 5
W20088-XX-XXX-DR-MOR-CE-01506	Site Development Details - Sheet 6
W20088-XX-XXX-DR-MOR-A-02001	Operator 1-Ground Floor & First Floor Layouts
W20088-XX-XXX-DR-MOR-A-02002	Operator 1-Second Floor Layout & Sections
W20088-XX-XXX-DR-MOR-A-02101	Operator 2-Office Building Layouts
W20088-XX-XXX-DR-MOR-A-02201	Operator 2-Warehouse Building Layouts
W20088-XX-XXX-DR-MOR-A-02301	Proposed ESB MV & LV Sub Station Building
W20088-XX-XXX-DR-MOR-A-03201	Operator 2-Warehouse Building Sections & 3D Views
W20088-XX-XXX-DR-MOR-A-04001	Operator 1-Proposed Elevations

W20088-XX-XXX-DR-MOR-A-04101	Operator 2-Office Building Elevations & Sections
W20088-XX-XXX-DR-MOR-A-04201	Operator 2-Warehouse Building Elevations

## Appendix 2: Letter from ABP concluding the consultation

**Our Case Number:** ABP-319047-24

**Your Reference:** Port of Waterford



An  
Bord  
Pleanála

SCA Planning  
17A Bridgecourt Office Park  
Walkinstown Avenue  
Dublin 12  
D12 VH61

**Date:** 10 May 2024

**Re:** Proposed Offshore Renewable Energy (ORE) Terminal located on a 250m quay extension and ancillary works  
at Port of Waterford, Belview, Co. Kilkenny.

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer further to the pre-application consultation request in relation of the above-mentioned proposed development.

Please note the Board now considers it appropriate to conclude the consultation in respect of this matter.

Attached is a list of prescribed bodies to be notified of the application for the proposed development.

1. Department of Housing, Local Government and Heritage
2. Department of the Environment, Climate and Communications
3. Department of Transport
4. Department of Defence
5. Department of Agriculture, Food and the Marine
6. Environmental Protection Agency
7. Maritime Area Regulatory Authority
8. Department of Rural and Community Development
9. Marine Institute
10. Inland Fisheries Ireland
11. Health and Safety Authority

Teil	Tel	(01) 858 8100
Glaos Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

64 Sráid Macilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902



12. Commission for Regulation of Utilities
13. Fáilte Ireland
14. An Taisce
15. Kilkenny County Council
16. Waterford County Council
17. Southern Regional Assembly
18. National Transport Authority
19. Sustainable Energy Authority of Ireland
20. EirGrid
21. Commissioner of Irish Lights
22. Irish Coastguard
23. Uisce Éireann
24. Transport Infrastructure Ireland
25. Córas Iompair Éireann

In accordance with section 146(5) of the Planning and Development Act, 2000 as amended, the Board will make available for inspection and purchase at its offices the documents relating to the decision within 3 working days following its decision. This information is normally made available on the list of decided cases on the website on the Wednesday following the week in which the decision is made.

The attachment contains information in relation to challenges to the validity of a decision of An Bord Pleanála under the provisions of the Planning and Development Act, 2000, as amended.

If you have any queries in the meantime, please contact the undersigned officer of the Board or email [marine@pleanala.ie](mailto:marine@pleanala.ie) quoting the above mentioned An Bord Pleanála reference number in any correspondence with the Board.

Yours faithfully,



Ellen Moss  
Executive Officer  
Direct Line: 01-8737285

OC08A

Tel  
Glao Áitiúil  
Facs  
Láithreán Gréasáin  
Ríomhphost

Tel  
LoCall  
Fax  
Website  
Email

(01) 858 8100  
1800 275 175  
(01) 872 2684  
[www.pleanala.ie](http://www.pleanala.ie)  
[bord@pleanala.ie](mailto:bord@pleanala.ie)

64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902