

Port of Cork Company

s. 291 Maritime Area Planning Application for:
the Redevelopment of Port Facilities at Ringaskiddy, Co. Cork

Appendix E

Statement of Compliance with
Objectives of the National Marine Planning Framework

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
OVERARCHING MARINE PLANNING POLICIES (OMPPs)		
Environmental - Ocean Health		
Environmental - Ocean Health Policy 1	<p>Compliance with NMPF policies relating to:</p> <ul style="list-style-type: none"> • Biodiversity • Non-Indigenous Species • Water Quality • Seafloor and Water Column Integrity • Marine Litter • Underwater Noise <p>should include demonstration of contribution to the relevant Marine Strategy Framework Directive (MSFD) targets identified.</p>	<p>Compliance with NMPF policies has been embedded into the design of the proposed development wherever possible. Where this has not been possible, additional mitigation and monitoring measures are proposed to ensure compliance as detailed in the relevant chapters of the Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS).</p> <p>Further details are signposted in relevant sections of this consistency statement.</p>
Biodiversity		
Biodiversity Policy 1	<p>Proposals incorporating features that enhance or facilitate species adaptation or migration, or natural native habitat connectivity will be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they contribute to the policies and objectives of this NMPF. Proposals that may have significant adverse impacts on species adaptation or migration, or on natural native habitat connectivity must demonstrate that they will, in order of preference and in accordance with legal requirements:</p> <ul style="list-style-type: none"> • avoid • minimise or • mitigate significant adverse impacts on species adaptation or migration, or on natural native habitat connectivity. 	<p>The project involves dredging of the seabed within the confines of the existing port and construction of quayside infrastructure.</p> <p>Chapter 15 of the EIAR 'Marine Ecology' concludes that the residual effect of the project, after construction is complete, will include some habitat loss where new structures have been built or areas impacted by other activities. But over time, the areas directly impacted will undergo a natural recolonisation through a succession process.</p> <p>Chapter 16 of the EIAR 'Terrestrial Ecology & Ornithology' concludes that the residual effects of the development on sensitive ecological receptors, with mitigation measures in place, will not be significant.</p>

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Biodiversity Policy 2	<p>Proposals that protect, maintain, restore and enhance the distribution and net extent of important habitats and distribution of important species will be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they contribute to the policies and objectives of this NMPF.</p> <p>Proposals must avoid significant reduction in the distribution and net extent of important habitats and other habitats that important species depend on, including avoidance of activity that may result in disturbance or displacement of habitats.</p>	<p>The proposed development is located within the boundary of an active port facility.</p> <p>The disturbance or displacement of habitats is assessed in Chapter 15 of the EIAR 'Marine Ecology' which concludes that the residual effect of the project, after construction is complete, will include some habitat loss where new structures have been built or areas impacted by other activities. But over time, the areas directly impacted will undergo a natural recolonisation through a succession process.</p> <p>An NIS also accompanies the application. The NIS concludes that considering the mitigation measures proposed, and based on the best scientific knowledge available, there will be no significant adverse impacts on the integrity of Cork Harbour SPA or Great Island SAC as a result of the proposed development.</p>
Biodiversity Policy 3	<p>Where marine or coastal natural capital assets are recognised by Government:</p> <ul style="list-style-type: none"> • Proposals must seek to enhance marine or coastal natural capital assets where possible. • Proposals must demonstrate that they will in order of preference, and in accordance with legal requirements: <ul style="list-style-type: none"> a. avoid b. minimise or mitigate significant adverse impacts on marine or coastal natural capital assets, or c. if it is not possible to mitigate significant adverse impacts on marine or coastal natural capital assets proposals must set out the reasons for proceeding. 	<p>Marine or coastal natural capital assets are assessed in Chapter 13 of the EIAR 'Coastal Process' and Chapter 15 of the EIAR 'Marine Ecology'.</p> <p>Chapter 13 concludes that, upon completion of the dredging operations, the sediment deposition levels within the study area were generally less than 0.016m. It also notes that sediment deposition at the licensed disposal site at the end of dredging operation will remain within the confines of the licensed disposal site. It concludes that beyond the immediate vicinity of the licensed disposal site, change in bed levels do not generally exceed 5mm.</p>

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		Chapter 15 concludes that the residual effect of the project, after construction is complete, will include some habitat loss where new structures have been built or areas impacted by other activities. But over time, the areas directly impacted will undergo a natural recolonisation through a succession process.
Biodiversity Policy 4	Proposals must demonstrate that they will, in order of preference and in accordance with legal requirements: <ul style="list-style-type: none"> • avoid • minimise or • mitigate significant disturbance to, or displacement of, highly mobile species 	<p>The impact on highly mobile species is assessed in Chapter 15 of the EIAR 'Marine Ecology' and Chapter 16 of the EIAR 'Terrestrial Ecology & Ornithology'</p> <p>Chapter 15 concludes that the residual effect of the project, after construction is complete, will include some habitat loss where new structures have been built or areas impacted by other activities. But over time, the areas directly impacted will undergo a natural recolonisation through a succession process.</p> <p>Chapter 16 concludes that the residual effects of the development on sensitive ecological receptors, with mitigation measures in place, will not be significant.</p>
Protected Marine Sites		
Protected Marine Sites Policy 1	Proposals must demonstrate that they can be implemented without adverse effects on the integrity of Special Areas of Conservation (SACs) or Special Protection Areas (SPAs). Where adverse effects from proposals remain following mitigation, in line with Habitats Directive Article 6(3), consent for the proposals cannot be granted unless the prerequisites set by Article 6(4) are met.	<p>The application is accompanied by a NIS.</p> <p>The NIS concludes that considering the mitigation measures proposed, and based on the best scientific knowledge available, there will be no significant adverse impacts on the integrity of Cork Harbour SPA or Great Island SAC as a result of the proposed development.</p>

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Protected Marine Sites Policy 2	<p>Proposals supporting the objectives of protected marine sites should be supported and:</p> <ul style="list-style-type: none"> • be informed by appropriate guidance • must demonstrate that they are in accordance with legal requirements, including statutory advice provided by authorities relevant to protected marine sites 	<p>The NIS which accompanies the application has been prepared in accordance with the statutory requirements of Part XAB of the Planning and Development Act (as amended) and the European Communities (Birds and Natural Habitats) Regulations 2011 (SI 477/2011) as amended and in accordance with the following guidance documents:</p> <ul style="list-style-type: none"> • Appropriate Assessment Screening for Development Management (OPR, March 2021) • Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities. Department of Environment, Heritage, and Local Government, 2010 revision. • Appropriate Assessment under Article 6 of the Habitats Directive: Guidance for Planning Authorities. Circular NPWS 1/10 and PSSP 2/10. • Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites: Methodological Guidance on the provisions of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC (European Commission Environment Directorate-General, 2002). • Managing Natura 2000 Sites: The provisions of Article 6 of the Habitat's Directive 92/43/EEC Commission Notice (European Commission Environment Directorate General, 2018). • Guidelines for Good Practice Appropriate Assessment of Plans Under Article 6(3) Habitats Directive (International Workshop on Assessment of Plans under the Habitats Directive, 2011).

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		<ul style="list-style-type: none"> The Department of the Environment, Heritage, and Local Government guidance "Appropriate Assessment of Plans and Projects in Ireland – guidance for Planning Authorities, 2009" and the European Commission (2001) guidelines "Assessment of plans and projects significantly affecting Natura 2000 sites - Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC".
Protected Marine Sites Policy 3	<p>Proposals that enhance a protected marine site's ability to adapt to climate change, enhancing the resilience of the protected site, should be supported and:</p> <ul style="list-style-type: none"> be informed by appropriate guidance must demonstrate that they are in accordance with legal requirements, including statutory advice provided by authorities relevant to protected marine sites 	<p>The purpose of the proposed development is not to enhance the ability of any marine protected site to adapt to climate change. However, the proposed development, particularly the construction of CCT2 / Multi-purpose berth has capacity to contribute to the energy security of Ireland, as the new infrastructure will have the capacity to facilitate the Offshore Renewable Energy sector. The development of port infrastructure to facilitate ORE is central to the delivery of Irish ORE targets.</p>
Protected Marine Sites Policy 4	<p>Until the ecological coherence of the network of protected marine sites is examined and understood, proposals should identify, by review of best available evidence (including consultation with the competent authority with responsibility for designating such areas as required), the features, under consideration at the time the application is made, that may be required to develop and further establish the network. Based upon identified features that may be required to develop and further establish the network, proposals should demonstrate that they will, in order of preference, and in accordance with legal requirements:</p> <ul style="list-style-type: none"> avoid minimise or mitigate significant impacts on features that may be 	<p>The accompanying EIAR and NIS set out measures which are proposed to avoid, minimise or mitigate significant effects on protected marine sites.</p>

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	<p>required to develop and further establish the network or</p> <ul style="list-style-type: none"> • if it is not possible to mitigate significant impacts, proposals should set out the reasons for proceeding. 	
Non-Indigenous Species		
Non-Indigenous Species Policy 1	<p>Reducing the risk of the introduction and / or spread of non-indigenous species is a requirement of all proposals. Proposals must demonstrate a risk management approach to prevent the introduction of and / or spread of non-indigenous species, particularly when:</p> <ul style="list-style-type: none"> • moving equipment, boats or livestock (for example fish or shellfish) from one water body to another • introducing structures suitable for settlement of non-indigenous species, or the spread of non-indigenous species known to exist in the area of the proposal. 	<p>The construction phase of the proposed development will be undertaken in compliance with a Construction Environmental Management Plan (CEMP). An outline CEMP accompanies the planning application, and a final CEMP will be agreed with the Planning Authority prior to the commencement of construction. The CEMP will include mitigation measures to reduce the risk of the introduction or spread of non-indigenous species.</p>
Water Quality		
Water Quality Policy 1	<p>Proposals that may have significant adverse impacts upon water quality, including upon habitats and species beneficial to water quality, must demonstrate that they will, in order of preference and in accordance with legal requirements:</p> <ul style="list-style-type: none"> • avoid • minimise or • mitigate significant adverse impact 	<p>Chapter 14 of the EIAR assesses impact on the Water Environment. The chapter concludes, that with mitigation fully implemented then the magnitude of residual impacts on affecting water quality are negligible and that the significance of the impact on the Cork Harbour water body is assessed as imperceptible.</p>
Water Quality Policy 2	<p>Proposals delivering improvements to water quality, or enhancing habitats and species, which can be of benefit to water quality, should be supported.</p>	<p>Water Quality Policy 2 is not relevant to the proposed development as the project is not designed to improve water quality, nor enhance habitats and species.</p>

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Sea Floor and Water Column Integrity		
Sea Floor and Water Column Integrity Policy 1	<p>Proposals that incorporate measures to support the resilience of marine habitats will be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority and where they contribute to the policies and objectives of this NMPF. Proposals which may have significant adverse impacts on marine, particularly deep sea, habitats must demonstrate that they will, in order of preference and in accordance with legal requirements:</p> <ul style="list-style-type: none"> • avoid • minimise or • mitigate significant adverse impacts on marine habitats or • if it is not possible to mitigate significant adverse impacts on marine habitats must set out the reasons for proceeding. 	<p>Impact on the marine environment is assessed in Chapter 15 of the EIAR 'Marine Ecology' which concludes that the residual effect of the project, after construction is complete, will include some habitat loss where new structures have been built or areas impacted by other activities. But over time, the areas directly impacted will undergo a natural recolonisation through a succession process.</p>
Sea Floor and Water Column Integrity Policy 2	<p>Proposals, including those that increase access to the maritime area, must demonstrate that they will, in order of preference and in accordance with legal requirements:</p> <ul style="list-style-type: none"> • avoid • minimise or • mitigate adverse impacts on important habitats and species 	<p>The proposed development will increase existing port capacity at Ringaskiddy. It will be constructed and operated in accordance with mitigations measures detailed in the accompanying EIAR and NIS.</p> <p>The NIS concludes that considering the mitigation measures proposed, and based on the best scientific knowledge available, there will be no significant adverse impacts on the integrity of Cork Harbour SPA or Great Island SAC as a result of the proposed development.</p>

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Sea Floor and Water Column Integrity Policy 3	<p>Proposals that protect, maintain, restore and enhance coastal habitats for ecosystem functioning and provision of ecosystem services will be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they contribute to the policies and objectives of this NMPF. Proposals must take account of the space required for coastal habitats, for ecosystem functioning and provision of ecosystem services, and demonstrate that they will, in order of preference and in accordance with legal requirements:</p> <ul style="list-style-type: none"> a. avoid b. minimise or c. mitigate for net loss of coastal habitat. 	<p>Coastal Habitats for ecosystems are assessed in Chapter 13 of the EIAR 'Coastal Process' and Chapter 15 of the EIAR 'Marine Ecology'.</p> <p>Chapter 13 concludes that, upon completion of the dredging operations, the sediment deposition levels within the study area were generally less than 0.016m. It also notes that sediment deposition at the licensed disposal site at the end of dredging operation will remain within the confines of the licensed disposal site. It concludes that beyond the immediate vicinity of the licensed disposal site, change in bed levels do not generally exceed 5mm.</p> <p>Chapter 15 concludes that the residual effect of the project, after construction is complete, will include some habitat loss where new structures have been built or areas impacted by other activities. But over time, the areas directly impacted will undergo a natural recolonisation through a succession process.</p>
Marine Litter		
Marine Litter Policy 1	<p>Proposals that facilitate waste re-use or recycling, or that reduce marine and coastal litter will be supported, where they contribute to the policies and objectives of this NMPF. Proposals that could potentially increase the amount of litter that is discharged into the maritime area, either intentionally or accidentally, must include measures (such as development of a waste management plan) to, in order of preference and in accordance with legal requirements:</p> <ul style="list-style-type: none"> • avoid • minimise or • mitigate the litter 	<p>The construction phase of the proposed development will be undertaken in compliance with a Construction Environmental Management Plan (CEMP). An outline CEMP accompanies the planning application, and a final CEMP will be agreed with the Planning Authority prior to the commencement of construction. The CEMP will include mitigation measures to avoid marine litter.</p> <p>An Operational Environmental Management Plan (OEMP) is already in place for the port operations at Ringaskiddy and includes policies to avoid litter. A copy of the OEMP accompanies this application. The OEMP will be updated as</p>

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	Demonstration of these measures must provide satisfactory evidence that the proposal is able to manage all waste without creation of litter.	required, prior to the commencement of additional operations associated with this proposed development.
Underwater Noise		
Underwater Noise Policy 1	<p>Proposals must take account of spatial distribution, temporal extent, and levels of impulsive and / or continuous sound (underwater noise) that may be generated and the potential for significant adverse impacts on marine fauna. Where the potential for significant impact on marine fauna from underwater noise is identified, a Noise Assessment Statement must be prepared by the proposer of development. The findings of the Noise Assessment Statement should demonstrably inform determination(s) related to the activity proposed and the carrying out of the activity itself. The content of the Noise Assessment Statement should be relevant to the particular circumstances and must include:</p> <ul style="list-style-type: none"> • Demonstration of compliance with applicable legal requirements, such as necessary assessment of proposals likely to have underwater noise implications, including but not limited to: <ul style="list-style-type: none"> a. Appropriate Assessment (AA) b. Environmental Impact Assessment (EIA) c. Strategic Environmental Assessment (SEA) d. Specific response to 'strict protection' requirements of Article 12 of the Habitats Directive in relation to certain species listed in Annex IV of the Directive and e. Species protected under the Wildlife Acts • An assessment of the potential impact of the development or use on the affected species in term of environmental sustainability 	<p>Chapter 15 of the EIAR 'Marine Ecology' assesses the impact of underwater noise on marine fauna. The chapter concludes that significant sources of noise with the potential to impact during the construction phase of the project are dredging, blasting and pile driving. It notes that these sound levels will be localised and of relatively short duration. Consequently, any effects from these activities are expected to be minor, temporary, and confined to the immediate area surrounding the proposed development, with no long-term impacts on marine mammal or fish populations.</p> <p>Measures are detailed in section 15.7 of the chapter to mitigate potential underwater noise impacts.</p>

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	<ul style="list-style-type: none"> • Demonstration that significant adverse impacts on marine fauna resulting from underwater noise will, in order of preference and in accordance with legal requirements be: <ol style="list-style-type: none"> a. avoided b. minimised or c. mitigated or d. if it is not possible to mitigate significant adverse impacts on marine fauna, the reasons for proceeding must be set out. This policy should be included as part of statutory environmental assessments where such assessments require consideration of underwater noise. 	
Air Quality		
Air Quality Policy 1	Proposals that support a reduction in air pollution should be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they contribute to the policies and objectives of this NMPF. Proposals must demonstrate consideration of their contribution to air pollution, both direct and cumulative.	Air Quality impacts are assessed in Chapter 10 of the accompanying EIAR. The EIAR demonstrates compliance with Air Quality Policies by implementing measures to reduce air pollution during both construction and operational phases. These include dust minimisation plans, odour management, strict adherence to emissions limits for berthed shipping, and ongoing monitoring through an Environmental Management System (EMS). The proposed redevelopment supports reduced emissions over time due to improvements in engine efficiency and stricter standards, aligning with policies to reduce air pollution and support environmental objectives.
Air Quality Policy 2	Where proposals are likely to result in or facilitate an increase in air pollution, proposals should demonstrate that they will, in order of preference in accordance with legal requirements and standards: <ol style="list-style-type: none"> a. avoid 	Air Quality impacts are assessed in Chapter 10 of the accompanying EIAR. Air pollution impacts are avoided, minimised, and mitigated through dust control, odour management, and strict emission standards. Residual effects are imperceptible, ensuring compliance with legal requirements.

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	b. minimise or c. mitigate air pollution	
Climate Change		
Climate Change Policy 1	<p>Proposals should demonstrate how they:</p> <ul style="list-style-type: none"> • avoid contribution to adverse changes to physical features of the coast • enhance, restore or recreate habitats that provide a flood defence or carbon sequestration ecosystem services where possible. <p>Where potential significant adverse impacts upon habitats that provide a flood defence or carbon sequestration ecosystem services are identified, these must be in order of preference and in accordance with legal requirements:</p> <ul style="list-style-type: none"> • avoided • minimised • mitigated • if it is not possible to mitigate significant adverse impacts, the reasons for proceeding must be set out. <p>This policy should be included as part of statutory environmental assessments where such assessments are required.</p>	<p>Chapter 11 of the EIAR assesses impacts on 'Climate'. The chapter concludes that the Residual Effects during the construction phase are related to HGV movements and machinery operating on site will contribute GHG emissions, which will be managed through mitigation measures as described in Chapter 10 'Air Quality' due to the interconnections between emissions mitigation.</p> <p>During the operation phase, the residual impact will come from the growth of the shipping traffic at the Port which will see continued emissions of greenhouse gases through the movements of ships. As noted in 11.6.2, improvements in engine efficiency and fuels will see a likely decrease of emissions.</p> <p>The Port of Cork Masterplan 2050 outlines a number of measures that are planned that will result in the lessening of this residual effect. More efficient port operations were proposed through ideas that included low-emission lighting, a ban on ships idling and using individual generators, the use of solar power for land-based activities, and a reduction in fees for low-emissions vessels (Port of Cork, 2023).</p>

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Climate Change Policy 2	<p>For the lifetime of the proposal, the following climate change matters must be demonstrated:</p> <ul style="list-style-type: none"> • estimation of likely generation of greenhouse gas emissions, both direct and indirect • measures to support reductions in greenhouse gas emissions where possible • likely impact of climate change effects upon the proposal from factors including but not limited to: sea level rise, ocean acidification, changing weather patterns • measures incorporated to enable adaptation climate change effects • likely impact upon climate change adaptation measures adopted in the coastal area relevant to the proposal and/or adaptation measures adopted by adjacent activities • where likely impact upon climate change adaptation measures in the coastal area relevant to the proposal and/or adaptation measures adopted by adjacent activities is identified, these impacts must be in order of preference and in accordance with legal requirements: <ul style="list-style-type: none"> a. avoided, b. minimised, c. mitigated, if it is not possible to mitigate significant adverse impacts, the reasons for proceeding must be set out. 	<p>Chapter 11 of the EIAR assesses impacts on 'Climate'.</p> <p>The chapter includes an assessment of the contribution to GHG emissions during both the construction and operational phase of the development.</p> <p>It notes that best environmental practices will be used during the construction phase to mitigate GHG emissions and that emissions from berthed shipping will be controlled by strict international limits.</p>

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Economic - Thriving Maritime Economy		
Co-existence		
Co-existence Policy 1	<p>Proposals should demonstrate that they have considered how to optimise the use of space, including through consideration of opportunities for co-existence and co-operation with other activities, enhancing other activities where appropriate. If proposals cannot avoid significant adverse impacts (including displacement) on other activities they must, in order of preference:</p> <ul style="list-style-type: none"> • minimise significant adverse impacts • mitigate significant adverse impacts or <p>if it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding.</p>	<p>The proposed development is for the completion of a previously permitted project which consolidates port activities in the Lower Cork Harbour. In the medium term this will free up port lands in the upper harbour to facilitate compact growth and allow enhanced recreational use of the River at the upper harbour.</p> <p>The overall project as permitted under PA0035 (as altered) provided additional amenity facilities at the east of Ringaskiddy (Paddy's Point Amenity Area).</p>
Infrastructure		
Infrastructure Policy 1	<p>Appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be supported.</p> <p>Proposals for appropriate infrastructure that facilitates the diversification or regeneration of marine industries should be supported.</p>	<p>The proposed development is for additional port infrastructure to facilitate strategic marine activity.</p>

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Social-Engagement with the Sea		
Access		
Access Policy 1	Proposals, including in relation to tourism and recreation, should demonstrate that they will, in order of preference: <ul style="list-style-type: none"> • avoid • minimise or • mitigate significant adverse impacts on public access. 	The overall project as permitted under PA0035 (as altered) provided additional amenity facilities at the east of Ringaskiddy (Paddy's Point Amenity Area). No additional tourism or amenity facilities are proposed as part of this application.
Access Policy 2	Proposals demonstrating appropriate enhanced and inclusive public access to and within the maritime area, and that consider the future provision of services for tourism and recreation activities, should be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they contribute to the policies and objectives of this NMPF.	The overall project as permitted under PA0035 (as altered) provided additional amenity facilities at the east of Ringaskiddy (Paddy's Point Amenity Area). These facilities include a slipway which provides enhanced and inclusive public access to the maritime area.
Employment		
Employment Policy 1	Proposals should demonstrate contribution to a net increase in marine related employment in Ireland, particularly where the proposals are: <ul style="list-style-type: none"> • in line with the skills available in Irish coastal communities adjacent to the maritime area • improve the sustainable use of natural resources • diversify skills to enable employment in emerging industries. 	The proposed development is for strategic port infrastructure which will support and facilitate enhanced marine related employment in Ireland.

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Heritage Assets		
Heritage Assets Policy 1	<p>Proposals that demonstrate they will contribute to enhancing the significance of heritage assets will be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they contribute to the policies and objectives of this NMPF.</p> <p>Proposals unable to contribute to enhancing the significance of heritage assets will only be supported if they demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> • avoid • minimise or • mitigate harm to the significance of heritage assets <p>and</p> <ul style="list-style-type: none"> • if it is not possible, to mitigate harm, then the public benefits for proceeding with the proposal must outweigh the harm to the significance of the heritage assets. <p>(see definition of ‘Public Benefits’ in the Glossary)</p>	<p>Chapter 6 of the EIAR assesses impact on ‘Cultural Heritage’. The chapter concludes that no residual impacts on archaeological features or sites are anticipated from the construction or operational phase.</p> <p>Dredging activities are to be archaeologically monitored by a qualified and experienced maritime archaeologist.</p>
Rural Coastal and Island Communities		
Rural Coastal and Island Communities Policy 1	<p>Proposals contributing to access, communications, energy self-sufficiency or sustainability of rural coastal and / or island communities should be supported.</p> <p>Proposals should ideally be inclusive of continual education, skills development and training in marine sectors, thus improving the sustainability, social benefits and economic resilience of rural and island communities.</p>	<p>The proposed development is within the Cork Metropolitan Area and does not have a direct impact on rural coastal or Island communities.</p>

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Seascape and Landscape		
Seascape and Landscape Policy 1	<p>Proposals should demonstrate how the likely significant impacts of a development on the seascape and landscape of an area have been considered.</p> <p>Proposals will only be supported if they demonstrate that they, in order of preference:</p> <ol style="list-style-type: none"> avoid minimise or mitigate significant adverse impacts on the seascape and landscape of the area If it is not possible to mitigate significant adverse impacts, proposals must set out the reasons for proceeding. <p>This policy should be included as part of statutory environmental assessments.</p>	<p>The proposed development is for consolidation of existing port infrastructure, within on lands zoned for port related development.</p> <p>Chapter 7 of the EIAR assess the impacts on the seascape and landscape of the area. The Chapter concludes that the redevelopment of the site will give rise to impacts on local views assessed as 'not significant-neutral to slight negative impact'. The chapter states that it is considered that the surrounding landscape has the capacity to absorb a redevelopment of this scale and nature without any significant and negative impacts in terms of visual and landscape character.</p>
Social Benefits		
Social Benefits Policy 1	<p>Proposals that enhance or promote social benefits should be supported. Proposals unable to enhance or promote social benefits should demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> • minimise or • mitigate significant adverse impacts which result in the displacement of other existing or authorised (but yet to be implemented) activities that generate social benefits 	<p>The overall project as permitted under PA0035 (as altered) provided additional amenity facilities at the east of Ringaskiddy (Paddy's Point Amenity Area). These facilities include a slipway which provides enhanced and inclusive public access to the maritime area.</p> <p>The overall project as previously permitted also provided a monetary contribution towards the improvement of the Public Realm within Ringaskiddy village. Works on the public realm improvement have been commenced by Cork County Council.</p>
Social Benefits Policy 2	Proposals that increase the understanding and enjoyment of the marine environment (including its natural, historic, and social value), or that	No direct projects related to conservation management and increased education and skills are proposed by the project.

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	promote conservation management and increased education and skills, should be supported.	However, the Port of Cork Company has a policy of ongoing engagement with the community and schools.
Transboundary		
Transboundary Policy 1	Proposals that have transboundary impacts beyond the maritime area, on either the terrestrial environment or neighbouring international jurisdictions, must show evidence of consultation with the relevant public authorities, including terrestrial planning authorities and other country authorities. Proposals should consider transboundary impacts throughout the lifetime of the proposed activity.	The proposed project has no transboundary impacts.
KEY SECTORAL/ACTIVITY POLICIES		
Aquaculture		
Aquaculture Policy 1	Proposals for sustainable development of aquaculture that: <ul style="list-style-type: none"> • demonstrate use of innovative approaches, and / or • contribute to diversification of species being grown in a given locality, particularly proposals applying a multi-trophic approach, and / or • enhances resilience to the effects of climate change should be supported 	The proposed project does not relate to aquaculture development.
Aquaculture Policy 2	Non-aquaculture proposals in aquaculture production areas must demonstrate consideration of, and compatibility with, aquaculture production. Where compatibility is not possible, proposals must demonstrate that they will, in order of preference: <ul style="list-style-type: none"> • avoid • minimise • mitigate significant adverse impacts on aquaculture • If it is not possible to mitigate significant adverse impacts upon aquaculture, proposals should set out the reasons for proceeding 	The proposed project is not located within an aquaculture production area.

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Defence and Security		
Defence and Security Policy 1	<p>Any proposal that has the potential to interfere with the performance by the Defence Forces of their security and non-security related tasks must be subject to consultation with the Defence Organisation. This includes potential interference with:</p> <ul style="list-style-type: none"> • Safety of navigation and access to naval facilities • Firing, test or exercise areas • Communication, and surveillance systems • Fishery protection functions <p>Proposals should only be supported where, having consulted with the Defence Organisation, they are satisfied that it will not result in unacceptable interference with the performance by the Defence Forces of their security and non-security related tasks. Any proposal will be subject to the relevant Environmental Assessments, as set out in the introduction to this NMPF.</p>	<p>The project is located near to the Haulbowline Naval base. No negative impacts on the operation of the naval base have been identified. The Dept. of Defence were consulted during the preparation of the EIAR and made no submission on the proposal.</p>
Energy - Emerging Technologies (Carbon Capture and Storage, and Hydrogen).		
N/A	NMPF notes that specific marine planning policy development will be considered in the future	There are no known carbon capture and storage or hydrogen projects in the proposed development area.
Energy - Natural Gas Storage		
Natural Gas Storage Policy 1	<p>Subject to assessments required for the protection of the environment, and only where in keeping with the outcome of the review of the security of energy supply of Ireland's electricity and natural gas systems (which is being carried out by Department of the Environment, Climate and Communications), natural gas storage proposals should be supported.</p>	<p>The project does not relate to National Gas Storage.</p>

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
Energy - Offshore Renewable Energy (ORE)		
ORE Policy 1	Proposals that assist the State in meeting the Government's offshore renewable energy targets, including the target of achieving 5GW of capacity in offshore wind by 2030 and proposals that maximise the long-term shift from use of fossil fuels to renewable electricity energy, in line with decarbonisation targets, should be supported. All proposals will be rigorously assessed to ensure compliance with environmental standards and seek to minimise impacts on the marine environment, marine ecology, and other maritime users.	The Container / Multi-purpose berth (CCT2) is being constructed with sufficient load bearing capacity to accommodate ORE components. The project will therefore provide infrastructure capable of supporting the delivery of ORE targets.
ORE Policy 2	Proposals must be consistent with national policy, including the Offshore Renewable Energy Development Plan (OREDPA) and its successor. Relevant Projects designated pursuant to the Transition Protocol and those projects that can objectively enable delivery on the Government's 2030 targets will be prioritised for assessment under the new consenting regime. Into the future, areas designated for offshore energy development, under the Designated Marine Area Plan process set out in the Maritime Area Planning Bill, will underpin a plan-led approach to consenting (or development of our marine resources) (Note – see Appendix D on Spatial Designation Process).	The Container / Multi-purpose berth (CCT2) is being constructed with sufficient load bearing capacity to accommodate ORE components. The project will therefore provide infrastructure capable of supporting the delivery of ORE targets
ORE Policy 3	Any non-ORE proposals that are in or could affect sites held under a permission or that are subject to an ongoing permitting or consenting process for renewable energy generation (wind, wave or tidal should demonstrate that they will in order of preference: <ul style="list-style-type: none"> • avoid • minimise • mitigate adverse impacts or • if it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding Applicants for non-ORE	The project will not impact any site subject to an ongoing permission or consenting process for renewable energy generation.

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
	proposals in or affecting ORE sites should engage ORE developers in consultation during the pre-application processes as appropriate.	
ORE Policy 4	Decisions on ORE developments should be informed by consideration of space required for other activities of national importance described in the NMPF.	The project is complementary to ORE developments.
ORE Policy 5	Proposals for activity that may adversely impact ORE test projects by virtue of being within or adjacent to ORE test sites, or between site and landfall of ORE test projects that may adversely impact ORE test site projects, should demonstrate that they will in order of preference: a) avoid b) minimise c) mitigate adverse impacts.	The project is complementary to ORE developments and will have no adverse impact on any ORE test projects.
ORE Policy 6	Proposals for infrastructure enabling local use of excess energy generated from emerging marine technologies (wave, tidal, floating wind) should be supported.	ORE Policy 6 is not relevant to the proposed development as the project is not for local infrastructure related to use of excess energy.
ORE Policy 7	Where potential for ports to contribute to ORE is identified, plans and policies related to this port must encourage development in such a way as to facilitate ORE and related supply chain activity.	The project is for infrastructure with capacity to facilitate ORE and its related supply chain activity.
ORE Policy 8	Proposals for ORE must demonstrate consideration of existing cables passing through or adjacent to areas for development, making sure ability to repair and carry out cable-related remedial work is not significantly compromised. This consideration should be included as part of statutory environmental assessments where such assessments are required.	ORE Policy 8 is not relevant to the proposed development.

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
ORE Policy 9	<p>A permission for ORE must be informed by inclusion of a visualisation assessment that supports conditions on any development in relation to design and layout.</p> <p>Where a development consent is applied for in an area already subject to permission, proposals must include a visualisation assessment to inform design and layout.</p> <p>Visualisation assessments should demonstrate consultation with communities that may be able to view the proposal, in addition to any other ORE development, which had received consent to proceed at a given site at the time the consent application is made, with the aim of minimising impact. Visualisation assessments will be informed by specific emerging guidelines (detailed in the actions set out in Annexes to this NMPF).</p> <p>Prior to specific guidelines being available, policy and best practice relating to visualisation assessment should be used. This consideration must be included as part of statutory environmental assessments where such assessment is required.</p>	ORE Policy 9 is not relevant to the proposed development.
ORE Policy 10	Opportunities for land-based, coastal infrastructure that is critical to and supports development of ORE should be prioritised in plans and policies, where possible.	This project is for the development of strategic port infrastructure which will have the capacity to facilitate ORE.
ORE Policy 11	Where appropriate, proposals that enable the provision of emerging renewable energy technologies and associated supply chains will be supported.	This project is for the development of strategic port infrastructure which will have the capacity to facilitate the provision of emerging renewable technologies and associate supply chains.

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
Energy – Petroleum		
Petroleum Policy 1	<p>Proposals in areas where petroleum activities or petroleum production infrastructure have already been approved, or where applications consistent with the Government’s prohibition on new exploration activity are under consideration, should only be authorised where compatibility with the existing, authorised or proposed activity can be satisfactorily demonstrated or the proposal is clearly of strategic or national importance. Compatibility should be achieved, in order of preference, through:</p> <ul style="list-style-type: none"> • avoiding, or • minimising, or • mitigating adverse impacts. • If it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding. 	<p>Petroleum Policy 1 is not relevant to the project as it is not in an area where petroleum activities have been approved, or production infrastructure are under consideration.</p>
Petroleum Policy 2	<p>Proposals potentially affecting future potential activity in areas (blocks) subject to existing petroleum authorisations should avoid sterilisation of that area for future petroleum-related activity consistent with Government policy, and demonstrate how they, in order of preference:</p> <ul style="list-style-type: none"> • avoid, or • minimise, or • mitigate potential adverse impacts on those activities. • If it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding. 	<p>Petroleum Policy 2 is not relevant to the proposed development as it is not in an area subject to existing petroleum authorisation.</p>

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
Energy - Transmission		
Transmission Policy 1	Subject to the appropriate environmental assessments, electricity transmission proposals that maintain or improve the security and diversity of Ireland's energy supply should be supported, including interconnectors, relevant EU Projects of Common Interest (PCIs), and projects in receipt of relevant alternative EU priority energy infrastructure classification provided for by the EU TEN-E regulations. This should include development of the offshore transmission system and connection with the onshore transmission system necessary to meet the Government's target of 5 GW of offshore renewables by 2030, as well as development of associated transmission system / interconnector infrastructure for hybrid offshore projects, connecting offshore renewable energy installations with Ireland and one or more other electricity transmission systems.	Transmission Policy 1 is not relevant to the proposed development as the proposed development is not a transmission project.
Transmission Policy 2	Proposals for activities that are in or could affect energy transmission proposals in sites held under a permission or that are subject to an ongoing permitting or consenting process for energy transmission proposals should demonstrate that they will, in order of preference: <ul style="list-style-type: none"> • avoid • minimise • mitigate adverse impacts, or • if it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding 	Transmission Policy 2 is not relevant to the proposed development as it is not in or could not affect energy transmission proposals.
Transmission Policy 3	Decisions on transmission developments should be informed by consideration of space required for other activities of national importance described in the NMPF.	Transmission Policy 3 is not relevant to the proposed development as it is not a transmission development.
Transmission Policy 4	Where possible, opportunities for land-based, coastal infrastructure that is critical to and supports energy transmission should be prioritised in plans and policies.	This project is for the development of strategic port infrastructure which will have the capacity to support

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
	Designation of land-based zones for the purposes of co-ordination and integration with relevant Marine Plans must be considered, where appropriate.	shipping associated with the development of energy transmission.
Transmission Policy 5	<p>Proposals for construction or operation activities within one nautical mile of either of the two existing natural gas interconnector pipelines shall be avoided.</p> <p>If construction or operation activities are proposed to take place within one nautical mile of either of the two existing natural gas interconnector pipelines, the views of Gas Networks Ireland in relation to how such activities could impact the pipelines shall be taken into account and either appropriate mitigation measures put in place or the proposed activities altered.</p> <p>If construction or operation activities involve the crossing of either of the two existing natural gas interconnector pipelines by other pipelines or cables, the views of Gas Networks Ireland in relation to how such activities could impact the pipelines shall be taken into account and either appropriate mitigation measures be put in place or the proposed activities altered.</p>	This project is not within one nautical mile of the two existing natural gas interconnector projects.
Transmission Policy 6	Subject to required assessments for the protection of the environment, and only where in keeping with the outcome of the review of the security of energy supply of Ireland's electricity and natural gas systems (which is being carried out by Department of the Environment, Climate and Communications), and not involving the importation of fracked gas, additional proposals for natural gas transmission/ import infrastructure should be supported.	Transmission Policy 6 is not relevant to the proposed development as it is not a transmission project.

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
Fisheries		
Fisheries Policy 1	<p>Proposals that may have significant adverse impacts on access for existing fishing activities, must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> • avoid, • minimise, or • mitigate such impacts. <p>• If it is not possible to mitigate significant adverse impacts on fishing activity, the public benefits for proceeding with the proposal that outweigh the significant adverse impacts on existing fishing activity must be demonstrated.</p>	<p>The proposed project is not in an area of existing commercial fishing activities and will not have an adverse impact. Chapter 15 of the EIAR assess impacts on fish and notes that there will probably be a temporary adverse effect during the construction process due to the displacement of fish from the site (due to dredging and piling). However, the fish are expected to return once the activities cease, given their high level of habituation to the existing high levels of activity in the area.</p>
Fisheries Policy 2	<p>Where significant impact upon fishing activity arising from any proposal is identified, a Fisheries Management and Mitigation Strategy (FMMS) should be prepared by the proposer of development or other maritime area use, in consultation with local fishing interests and other interests as appropriate. All efforts should be made to agree the FMMS with those interests.</p> <p>Those interests should also undertake to engage with the proposer and provide best available, transparent and accurate information and data in a timely manner to help complete the FMMS. The FMMS should be drawn up as part of readying a proposal prior to submission, with measures identified to be considered in finalising conditions of any authorisations granted. Development of the strategy should be coordinated with other relevant assessments such as EIA where possible.</p> <p>The content of the Fisheries Management and Mitigation Strategy (FMMS) should be relevant to the particular circumstances and could include:</p>	<p>No significant impact on fishing activities has been identified.</p>

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
	<ul style="list-style-type: none"> • An assessment of the potential impact of all stages of the development or other suggested use on the affected fishery or fisheries, both in socio-economic terms and in relation to environmental sustainability. This assessment should include consideration of any impact upon cultural identity within fishing communities, as well as identifying indirect / in-combination matters. • A recognition that the disruption to existing fishing opportunities / activity should be minimised as far as possible. • Demonstration of the public benefit(s) that outweigh the significant impacts identified. • Reasonable measures to mitigate any constraints which the proposed development or use may place on existing or proposed fishing activity. • Reasonable measures to mitigate any potential impacts on sustainability of fish stocks (e.g. impacts on spawning grounds or areas of fish or shellfish abundance) and any socio-economic impacts. • Where it does not prove possible to agree the FMMS with all interests: <ul style="list-style-type: none"> • Divergent views and the reasons for any divergence of views between the parties should be fully explained in the FMMS, and dissenting views should be given a platform within the said FMMS to make their case. • Where divergent views are identified, relevant public authorities should be engaged to identify informal and formal steps designed to enable proposal(s) to progress. 	
Fisheries Policy 3	Proposals that enhance the sustainability of fisheries or support a sustainable fishing industry, including the industry's diversification and or enhanced resilience to the effects of climate change, should be	Fisheries Policy 3 is not relevant to the proposed development as it is does not involve a project related to the fishing industry.

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
	supported provided they fully meet the environmental safeguards contained within authorisation processes.	
Fisheries Policy 4	Infrastructural proposals that enable access to fishing activities should be supported provided they fully meet the environmental safeguards contained within authorisation processes.	Fisheries Policy 4 is not relevant to the proposed development as it does not involve an infrastructure project related to enable access to fishing industry.
Fisheries Policy 5	Proposals, regardless of the type of activity they relate to, enhancing essential fish habitat, including spawning, nursery and feeding grounds, and migratory routes should be supported. If proposals cannot enhance essential fish habitat, they must demonstrate that they will, in order of preference: <ul style="list-style-type: none"> • avoid, • minimise, • mitigate significant adverse impact on essential fish habitat, including spawning, nursery and feeding grounds, and migration routes. • If it is not possible to mitigate significant adverse impact on essential fish habitat, proposals must set out the reasons for proceeding. 	Chapter 15 of the EIAR assess impacts on fish and notes that there will probably be a temporary adverse effect during the construction process due to the displacement of fish from the site (due to dredging and piling). However, the fish are expected to return once the activities cease, given their high level of habituation to the existing high levels of activity in the area.
Fisheries Policy 6	Ports and harbours should seek to engage with fishing and other relevant stakeholders at an early stage to discuss any changes in infrastructure that may affect them. Any port or harbour developments should take account of the needs of the dependent fishing fleets with a view to avoiding commercial harm where possible. Where a port or harbour has reached a minimum level of infrastructure required to support a viable fishing fleet, there should be a presumption in favour of maintaining this infrastructure, provided there is an ongoing requirement for it to remain in place and that it continues to be fit for purpose.	Relevant stakeholders, including the Department of Agriculture Food and the Marine, were consulted on the project both during the initial planning application (in 2014) and during the preparation of the EIAR to accompany this planning application.

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
Mineral Exploration and Mining		
Mineral Exploration and Mining Policy 1	Only proposals which are in line with national policy on mineral exploration and mining should be considered, provided they fully meet the environmental safeguards contained within the mineral exploration and mining consent processes.	The Mineral Exploration and Mining policy is not relevant to the proposed development as the project contains no mining or mineral exploration aspects.
Ports, Harbours and Shipping		
Ports, Harbours and Shipping Policy 1	<p>To provide for shipping activity and freedom of navigation the following factors will be taken into account when reaching decisions regarding development and use:</p> <ul style="list-style-type: none"> • The extent to which the locational decision interferes with existing or planned routes used by shipping, access to ports and harbours and navigational safety. This includes commercial anchorages and approaches to ports as well as key littoral and offshore routes; • A mandatory Navigation Risk Assessment; • Where interference is likely: whether reasonable alternatives can be identified and • Where there are no reasonable alternatives: whether mitigation through measures adopted in accordance with the principles and procedures established by the International Maritime Organisation can be achieved at no significant cost to the shipping or ports sector. 	<p>The proposed development is to enhance infrastructure facilities at Ringaskiddy terminal including dredging to expand the navigable area of the terminal. Ringaskiddy Terminal is managed by the Port of Cork Company who are also the designated Harbour Authority.</p> <p>The Harbour Authority is responsible for managing shipping activity within Cork Harbour, including ensuring compliance with the principles and procedures established by the International Maritime Organisation.</p>
Ports, Harbours and Shipping Policy 2	<p>Proposals that may have a significant impact upon current activity and future opportunity for expansion of port and harbour activities should demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> • avoid • minimise or • mitigate significant adverse impacts and • if it is not possible to mitigate significant adverse impacts on current activity and future opportunity for expansion of port and harbour activities, proposals should set out the reasons for proceeding 	The proposed development is for a project for the expansion of strategic port and harbour activities.

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
Ports, Harbours and Shipping Policy 3	Proposals that may have a significant impact upon current activity and future opportunity for expansion of port and harbour activities must demonstrate consideration of the National Ports Policy, the National Planning Framework, and relevant provisions related to the TEN-T network.	The proposed development is for strategic port infrastructure to facilitate the expansion of port and harbour activities in line with the objectives of the National Ports Policy, The National Planning Framework and the relevant provisions of the TEN-T network.
Ports, Harbours and Shipping Policy 4	Proposals within ports limits, beside or in the vicinity of ports, and / or that impact upon the main routes of significance to a port, must demonstrate within applications that they have: <ul style="list-style-type: none"> • been informed by consultation at pre-application stage or earlier with the relevant port authority • have carried out a navigational risk assessment including an analysis of maritime traffic in the area and • have consulted Department of Transport, MSO and Commissioners of Irish Lights Applicants must continue to engage parties identified in pre-application processes as appropriate during the decision-making process.	The proposed development is for strategic port infrastructure which will facilitate the planned strategic growth of port operations.
Ports, Harbours and Shipping Policy 5	Proposals for capital dredging will be supported where it is necessary to safeguard national port capacity and Ireland's international connectivity, and where required compliance assessments associated with authorisations have been carried out and incorporated into subsequent competent authority decision(s).	The proposed development includes capital dredging associated with the extension of the Ringaskiddy deep-water berth and the construction of an additional container / multi-purpose berth to safeguard and enhance national port capacity and international connectivity.
Ports, Harbours and Shipping Policy 6	In areas of authorised dredging activity, including those subject to navigational dredging, proposals for other activities will not be supported unless they are compatible with the dredging activity.	The project is compatible with existing dredging activity undertaken by the Port of Cork Harbour Authority to maintain navigation routes.
Ports, Harbours and Shipping Policy 7	Proposals for maintenance dredging activity will be supported where: <ul style="list-style-type: none"> • relevant decisions by competent authorities incorporate the outcome of statutory environmental assessment processes, as well as necessary compliance 	The proposed development does not involve any maintenance dredging during the construction phase. During the operational phase, maintenance dredging activities will be undertaken in accordance with Dumping at Sea Permit

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
	<p>assessments associated with authorisations, including in relation to the planning process</p> <ul style="list-style-type: none"> • there will be no significant adverse impact on marine activities or uses or the maritime area. Any potential adverse impact will be, in order of preference, avoided, minimised or mitigated • dredged waste is managed in accordance with internationally agreed hierarchy of waste management options for sea disposal <ul style="list-style-type: none"> • if disposing of dredged material at sea, existing registered disposal sites are used, in preference to new disposal sites and • where they contribute to the policies and objectives of this NMPF 	(EPA, ref S0013-03) and Foreshore Licence (Granted from DEHLG but now administered by MARA)
Ports, Harbours and Shipping Policy 8	<p>Proposals that cause significant adverse impacts on licensed disposal areas should not be supported.</p> <p>Proposals that cannot avoid such impact must, in order of preference"</p> <ul style="list-style-type: none"> • minimise • mitigate or • if it is not possible to mitigate the significant adverse impacts, proposals must set out the reasons for proceeding 	<p>The proposed development will involve the disposal of dredged material within a licensed disposal area. The impact of the disposal is assessed in Chapter 13 'Coastal Process'. No significant adverse impacts on the disposal site have been identified.</p>
Ports, Harbours and Shipping Policy 9	<p>Proposals for the management of dredged material must demonstrate that they have been assessed against the waste hierarchy (see Glossary).</p>	<p>The proposed development will incorporate the principles of the waste hierarchy for waste management in general. A Dumping at Sea Permit will be in place for the disposal of dredged material. Surplus waste generated by dredging and rock dredging will be incorporated into the closed quay wall.</p> <p>Clean and inert excavated material could also be reused as a by-product subject to Article 27 or disposed as suitable authorised waste facilities.</p>

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
Ports, Harbours and Shipping Policy 10	<p>Proposals identifying new dredge disposal sites which are subject to best practice and guidance from previous studies should be supported where:</p> <ul style="list-style-type: none"> • competent authority decisions incorporate necessary compliance assessments associated with authorisations and • they contribute to the policies and objectives of this NMPF. Proposals must include an adequate characterisation study, be assessed against the waste hierarchy and must be informed by consultation with all relevant stakeholders. 	Ports, Harbours and Shipping Policy 10 does not apply as the project does not propose a new dredge disposal site.
Safety at Sea		
Safety at Sea Policy 1	<p>Proposals for installation, operation, and decommissioning of Offshore Wind Farms must demonstrate how they will:</p> <ul style="list-style-type: none"> • Minimise navigational risk between commercial vessels arising from an increase in the density of vessels in maritime space as a result of wind farm layout and • Allow for recreational vessels within the Offshore Wind Farm (including consideration of turbine height) or redirect recreational vessels, minimising navigational risk arising between recreational and commercial vessels. 	Safety at Sea Policy 1 does not apply as the project does not involve the installation, operation or decommission of offshore wind farms.
Safety at Sea Policy 2	<p>Proposals for infrastructure that have the potential to significantly reduce under-keel clearance must demonstrate how they will, in order of preference:</p> <ul style="list-style-type: none"> • avoid • minimise • mitigate adverse impacts or • if it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding. 	

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
Safety at Sea Policy 3	All proposals for temporary or permanent fixed infrastructure in the maritime area must ensure navigational marking in accordance with appropriate international standards and ensure inclusion in relevant charts where applicable.	Safety at Sea Policy 3 does not apply as the project is for the development of infrastructure facilities within an existing port facility.
Safety at Sea Policy 4	Establishing, changing or disestablishing Aids to Navigation (AtoN) must be sanctioned, in advance of works, by the Commissioners of Irish Lights.	Safety at Sea Policy 4 does not apply as the project does not involve Establishing, changing or disestablishing Aids to Navigation
Safety at Sea Policy 5	Proposals must identify their potential impact, if any, on Maritime Emergency Response (Search and Rescue (SAR), Maritime Casualty and Pollution Response) operations. Where a proposal may have a significant impact on these operations it must demonstrate how it will, in order of preference: <ul style="list-style-type: none"> • avoid • minimise • mitigate adverse impacts or • if it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding, supported by parties responsible for maritime SAR 	The proposed development is for the development of infrastructure facilities within an existing port facility. No impacts on Maritime Emergency Response (Search and Rescue (SAR), Maritime Casualty and Pollution Response) operations have been identified.
Sport and Recreation		
Sport and Recreation Policy 1	Proposals that promote sustainable development of water-based sports and marine recreation, while enhancing community health, wellbeing and quality of life, should be supported, provided that due consideration is given to environmental carrying capacities and tourism pressures.	Sport and Recreation Policy 1 is not relevant to the proposed development as the proposal is not designed to promote development of water-based sports and marine recreation. The original development, permitted under PA0035 (as altered), included the construction of an amenity area at Paddy's Point, which facilitates the development of water-based sports and marine recreation.

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
Sport and Recreation Policy 2	<p>Proposals should demonstrate the following in relation to potential impact on recreation and tourism:</p> <p>The extent to which the proposal is likely to adversely impact sports clubs and other recreational users, including the extent to which proposals may interfere with facilities or other physical infrastructure</p> <ul style="list-style-type: none"> • The extent to which any proposal interferes with access to and along the shore, to the water, use of the resource for recreation or tourism purposes and existing navigational routes or navigational safety • The extent to which the proposal is likely to adversely impact on the natural environment. 	<p>Chapter 5 of the EIAR 'Population and Human Health' assesses the potential impact of the project on recreation and tourism. No significant adverse impacts have been identified.</p>
Sport and Recreation Policy 3	<p>Opportunities to promote inclusive development of water-based sports and marine recreation should be supported, where appropriate and at the applicable scale, with a focus on facilities for people with disabilities.</p>	<p>Sport and Recreation Policy 3 is not relevant to the proposed development as the proposal is not designed to promote inclusive development of water-based sports and marine recreation.</p> <p>The original development, permitted under PA0035 (as altered), included the construction of an amenity area at Paddy's Point, which facilitates the development of water-based sports and marine recreation. The amenity is accessible for people with a disability.</p>
Sport and Recreation Policy 4	<p>Proposals that improve access to marine and coastal resources for tourism activities, and sport and recreation should be supported, where appropriate, at the applicable scale and aligned with existing development plans.</p>	<p>Sport and Recreation Policy 4 is not relevant to the proposed development as the proposal is not designed to improve access to marine and coastal resources for tourism activities, and sport and recreation</p> <p>The original development, permitted under PA0035 (as altered), included the construction of an amenity area at</p>

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
		Paddy's Point, which facilitates the development of for tourism activities, and sport and recreation.
Sport and Recreation Policy 5	Proposals should seek to enhance water safety through provision of appropriate International Organization for Standardization (ISO) and European Committee for Standardization (CEN) compliant safety signage. In general, the safety of persons should be a key consideration for planners and due consideration should be given to best practice guidance for marine and coastal recreation areas endorsed by the Visitor Safety in the Countryside Group.	Port of Cork Harbour Authority operates in compliance with International Organization for Standardization (ISO) and European Committee for Standardization (CEN) compliant safety signage and consults with Irish Water Safety in terms of public safety signage.
Telecommunications		
Tele-communications Policy 1	Proposals that guarantee existing and future international telecommunications connectivity which is critically important to support the future needs of society, Government, the provision of Public Services and enterprise in Ireland, should be supported.	Tele-communications Policy 1 is not relevant to the proposed development as the project will have no direct impact on existing or future international telecommunications connectivity.
Tele-communications Policy 2	<p>Preference should be given to proposals where evidence is provided of an integrated approach to development and activity, such as the bundling of cables (electricity and communications) where suitable, as well as pipelines for multiple activities, to minimise impacts on the marine environment, infrastructures and other users.</p> <p>Compatibility should be achieved, in order of preference, through:</p> <ul style="list-style-type: none"> • avoiding or • minimising or • mitigating adverse impacts, or • If it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding. 	Tele-communications Policy 2 is not relevant to the proposed development as the project is not related to tele-communications.

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
Tele-communications Policy 3	<p>Preference should be given to proposals that protect submarine cables whilst achieving successful seabed user coexistence, such as the bundling of cables (electricity and communications) as well as pipelines for multiple activities where suitable. Proposals should specify if separate access to cables for the purposes of repair and maintenance is required.</p> <p>With regard to decommissioning redundant submarine cables, a risk-based approach should be applied with consideration given to cables being left in situ where this would minimise significant impacts on the physical, natural, societal, historic, and economic value of the area.</p>	Tele-communications Policy 3 is not relevant to the proposed development as the project is not related to tele-communications.
Tele-communications Policy 4	Proposals that ensure and enhance connectivity of Ireland's rural and island communities to high quality telecommunications networks should be supported.	Telecommunications Policy 4 is not relevant to the proposed development as the proposal is not related to telecommunication connectivity.
Tourism		
Tourism Policy 1	Where appropriate, proposals enabling, promoting, or facilitating sustainable tourism and recreation activities, particularly where this creates diversification or additional utilisation of related facilities beyond typical usage patterns, should be supported.	The proposed development is for enhanced port infrastructure facilities. The enhanced facilities, particularly the proposed new Ro-Ro ramp, will increase capacity to accommodate tourism ferries by allowing the relocation of commercial ConRo and RoRo trade. The extension to the Deepwater berth will also increase capacity for Cruise vessels.
Tourism Policy 2	Proposals must identify possible impacts on tourism. Where a potential significant impact upon tourism is identified it should be demonstrated how the potential negative consequences to tourism in communities will	Chapter 5 of the EIAR 'Population and Human Health' assesses the potential impact of the project on tourism. No significant adverse impacts have been identified.

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
	be minimised. This must include assessment of how the benefits of proposals are not outweighed by potential negative impacts.	
Tourism Policy 3	Proposals for tourism development should seek to optimise facilities and use of space by taking a cross sectoral development approach that provides for multiple activities, whilst minimising the extent to which the proposal is likely to adversely impact on the natural environment.	Tourism Policy 3 does not apply to the proposed development, as the project is not for a direct tourism related development.
Wastewater Treatment and Disposal		
Wastewater Treatment and Disposal Policy 1	<p>Proposals by Irish Water related to the treatment and disposal of wastewater that:</p> <ul style="list-style-type: none"> • service the social and economic development of the country under the National Planning Framework • resolve environmental issues at priority areas identified by the EPA • contribute to the realisation of the objectives of: <ul style="list-style-type: none"> a. Ireland's River Basin Management Plan 2018 – 2021 b. The Water Services Policy Statement 2018 –2025 c. Marine Strategy Framework Directive 2012 -2020 should be supported, provided they fully meet the environmental safeguards contained within relevant authorisation processes. 	Wastewater Treatment and Disposal Policy 1 does not apply to the proposed development, as the project is not a proposal related to the treatment and disposal of wastewater.

Policy Name	Policy Description	Consistency of the proposed development with objectives of the NMPF
Wastewater Treatment and Disposal Policy 2	<p>Proposals that have the potential to significantly adversely affect existing and planned wastewater management and treatment infrastructure where a consent or authorisation or lease has been granted or formally applied for by Irish Water should not be authorised unless:</p> <ul style="list-style-type: none"> • compatibility with the existing, authorised, proposed or otherwise identified in consultations with Irish Water activity, can be satisfactorily demonstrated; • the proposal is clearly of strategic or national importance. Where possible, proposals that may affect Irish Water activities or plans should engage with Irish Water at the earliest available opportunity. Compatibility should be achieved, in order of preference, through: <ul style="list-style-type: none"> • avoiding adverse impacts on those activities; and / or • minimising impacts where they cannot be avoided; and / or • mitigating impacts where they cannot be minimised. 	<p>Chapter 14 of the EIAR 'Water Environment' assess the impact of the proposed development on wastewater management. The chapter notes that the wastewater from the development will be connected to the Lower Cork Harbour Wastewater Treatment Plant, which has sufficient capacity to accommodate the small amount of foul sewage generated. No significant adverse impacts have been identified on existing or planning wastewater management and treatment infrastructure.</p>