Iarnród Éireann
Irish Rail

Rosslare ORE Hub

EIAR Introductory Chapters

Chapter 2:

Legislation and Policy Context

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LIST OF ABBREVIATIONS

CAP25	Climate Action Plan 2025
CB	Coastal Breakwater
CEF	Connecting Europe Funding
COP	Conference of Parties
EC	European Commission
DMAP	Designated Maritime Area Plan
EIAR	Environmental Impact Assessment Report
EU	European Union
EGD	European Green Deal
GHG	Greenhouse Gas
GW	Gigawatt(s)
IMDO	Irish Maritime Development Office
NDP	National Development Plan
NECP	National Energy and Climate Plan
NMPF	National Marine Planning Framework
NPF	National Planning Framework
NPO	National Policy Objectives
NPP	National Ports Policy
NSO	National Strategic Outcomes
O&M	Operations and Maintenance
OMPP	Overarching Marine Planning Policies
ORE	Offshore Renewable Energy
OREDP	Offshore Renewable Energy Development Plan
ORESS	Offshore Renewable Electricity Support Scheme
PfG	Programme for Government
RED	Renewable Energy Directive
RPO	Regional Policy Objective
RSES	Regional Spatial and Economic Strategy
SMPP	Sectoral Marine Planning Policies
TEN-T	Trans-European Transport Network
UNFCCC	United Nations Framework Convention on Climate Change
WFD	Water Framework Directive

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2 LEGISLATION AND POLICY CONTEXT

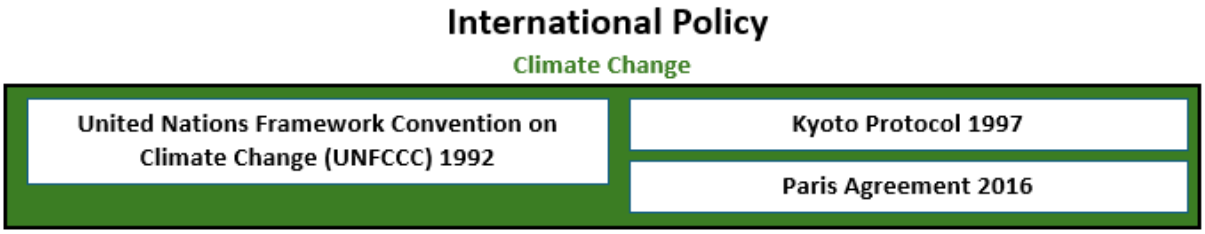
2.1 INTRODUCTION

This chapter of the Environmental Impact Assessment Report (EIAR) sets out the legislation and policy frameworks at International, European, national, regional and local levels that are relevant to the Proposed Rosslare Offshore Renewable Energy (ORE) Hub (hereafter referred to as the "ORE Hub" or the "Proposed Development"). Refer to EIAR Chapter 1: Introduction and Methodology for specific EIA legislation and guidance. Other legislation, policies and guidance which are relevant to specific receptors are considered within the environmental topic chapters of this EIAR.

In this chapter, the most relevant legislation and policies have been identified at each policy level (international, European, national, regional and local), considering offshore renewable energy, spatial planning and ports. The implications of different policies are summarised in a series of tables.

2.2 RELEVANT INTERNATIONAL POLICY

The international policies most relevant to the Proposed Development relate to agreements on climate change. European and national legislation and policies on climate change, energy and transport are derived from these agreements.



2.2.1 UNITED NATIONS FRAMEWORK CONVENTION ON CLIMATE CHANGE

The United Nations Framework Convention on Climate Change (UNFCCC) is an international treaty aimed at preventing dangerous human interference with the climate system and came into force in March 1994. The UNFCCC outlines how specific international treaties (called "Protocols" or "Agreements") may be negotiated to set binding limits on greenhouse gas (GHG) emissions. The convention enjoys near universal membership, with 198 countries listed as being Parties to the Convention. The Kyoto Protocol of 1997 and the Paris Agreement of 2016 shape the responsibilities of the UNFCCC Secretariat. A key responsibility of the UNFCCC is the organisation of the Conference of Parties (COP) which is hosted annually.

Ireland is currently considered an Annex I party within the UNFCCC, under which it is legally obliged to reduce overall GHG emissions. Development of the ORE Hub aligns with the UNFCCC through contributing to GHG emissions reduction by facilitating deployment of ORE.

2.2.1.1 KYOTO PROTOCOL

The Kyoto Protocol, adopted in December 1997, is an international agreement that commits its parties to reducing GHG emissions. Under this Protocol, the European Union (EU) agreed to achieve a significant reduction in total GHG emissions of 8% below 1990 levels in the period 2008 to 2012.

Ireland signed the Kyoto Protocol in April 1998 and ratified it in May 2002, committing to limit GHG emissions to no more than 13% above 1990 levels from 2008 to 2012. Ireland met its targets under the EU burden-sharing agreement. The Proposed Development supports the goals of the Paris Agreement, which replaced the Kyoto Protocol, and aligns with the Doha amendment adopted in December 2012, extending the commitments further.

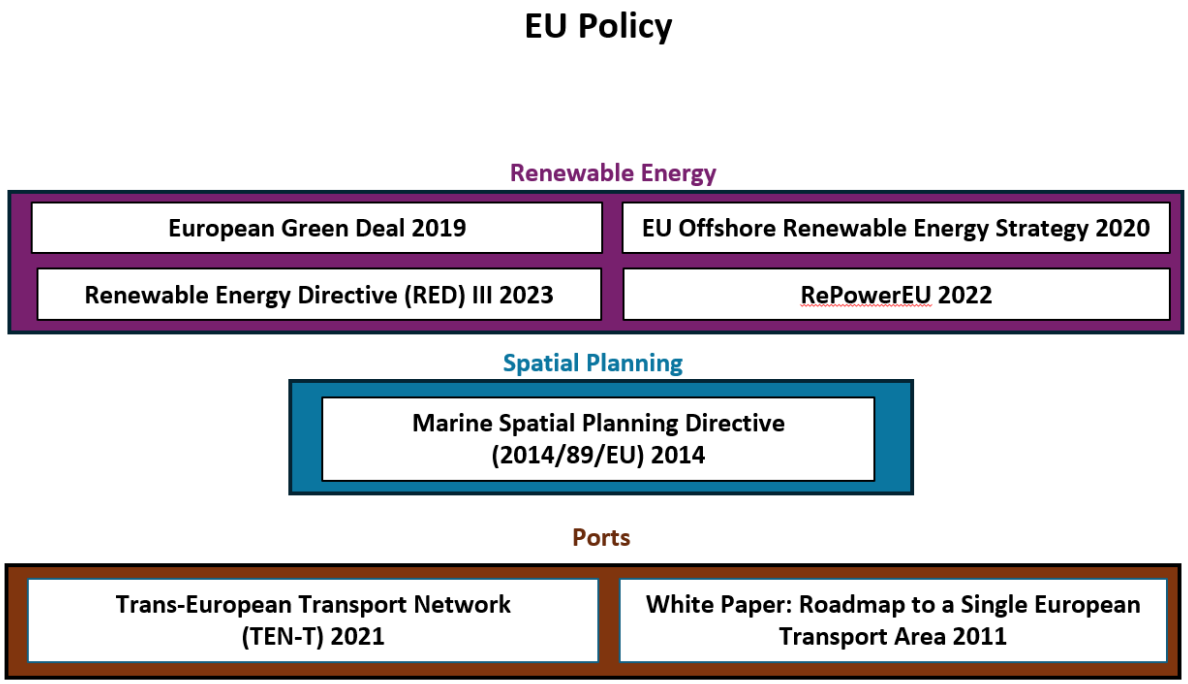
2.2.1.2 PARIS AGREEMENT

The Paris Agreement adopted in December 2016, is a global treaty that seeks to limit global warming to below 2°C, ideally 1.5°C, by reducing GHG emissions. A further commitment is for countries to submit national Climate Action Plans to demonstrate national commitments to limit GHG emissions. In 2023, COP 28 explicitly addressed the need to end global reliance on fossil fuels and to triple renewable energy capacity by 2030.

Ireland signed the Paris Agreement in April 2016 and ratified the Agreement in November 2016, and has published Climate Action Plans since 2019, with the most recent published in 2025. The Climate Action Plan demonstrates Ireland's commitment to limiting GHG emissions. development of the ORE Hub aligns with the targets of Ireland's Climate Action Plan 2025 and the Paris Agreement by facilitating the development of a significant amount of renewable energy in Ireland to help reduce GHG emissions in the Irish energy sector.

2.3 RELEVANT EUROPEAN POLICY

This section presents a summary of European policies of most relevance to development of the ORE Hub. Policies have been grouped by policy area. The main renewable energy policies impacting ORE, relevant policies on ports, and the EU's Marine Spatial Planning Directive are considered.



2.3.1 THE EUROPEAN GREEN DEAL

In 2019, the European Commission (EC) presented the European Green Deal (EGD) - a plan to make the EU's economy sustainable by reducing GHG emissions, promoting resource efficiency, and fostering a green economy. The EGD sets out a series of policy initiatives with the overarching goal of making the EU climate neutral by 2050, and an intermediate step of a 55% reduction (compared to 1990 levels) of EU GHG emissions by 2030.

The EGD aims to achieve this through a review of a range of existing policies and directives in a number of sectors, including energy supply, industry and the economy, consumption, large-scale infrastructure, agriculture, food, transport, construction, taxation and social benefits. Within the EGD are targets for renewable energy, including for ORE and reducing transport related GHG emissions, and plans to revise the Trans-European Transport Network (TEN-T) policy document all of which are relevant to the Proposed Development. Relevant sections of the EGD are summarised in Table 2.1.

Table 2.1: Summary of relevant policies of the European Green Deal

Section	Policy Text	Relevance to the Proposed Development
The EGD - Key Figures *(EC website)*	*At least 55% less net greenhouse gas emissions by 2030, compared to 1990 levels.*	The Proposed Development aligns with GHG emissions reduction targets for 2030 by facilitating the construction of offshore wind development in the Irish Sea and Celtic Sea. The development of offshore wind at scale is critical to the decarbonisation of Ireland's electricity supply.
The EGD - Key Figures *(EC website)*	*The first climate-neutral continent by 2050*	The Proposed Development aligns with GHG emissions reduction targets for 2050 by facilitating the construction of offshore wind development in the Irish Sea and Celtic Sea. The development of offshore wind at scale is critical to the decarbonisation of Ireland's electricity supply.
Transforming the EU's Economy for a Sustainable Future *(page 4)*	*Commission will propose the first European 'Climate Law' by March 2020. This will enshrine the 2050 climate neutrality objective in legislation. The Climate Law will also ensure that all EU policies contribute to the climate neutrality objective and that all sectors play their part.*	With EU Climate Law, EU countries are legally obliged to reach both the 2030 and 2050 climate goals. Development of the ORE Hub aligns with these legal obligations by facilitating the construction of offshore wind development in the Irish Sea and Celtic Sea. The development of offshore wind at scale is critical to the decarbonisation of Ireland's electricity supply and the increase in electricity from non-fossil fuels sources required to decarbonise other sectors such as transport and heating whether this be through increased electrification of the fleet or power to hydrogen or a hydrogen derivative.
Supplying clean, affordable and secure energy *(page 6)*	*The clean energy transition should involve and benefit consumers. Renewable energy sources will have an essential role. Increasing offshore wind production will be essential, building on regional cooperation between Member States.*	The Proposed Development aligns with this policy by facilitating the construction of offshore wind development in the Irish Sea and Celtic Sea. Offshore windfarms facilitated from the ORE Hub can provide energy price security through long term agreed energy prices under the Offshore Renewable Electricity Support Scheme (ORESS), create employment in the region throughout their construction and operation and will provide €2/MWh of electricity generated to local communities through community benefit funds. This equates to approximately €7 million to €8.5 million per year over the term of the subsidy scheme for each 1 GW of installed capacity dependent on the capacity factor of the specific wind farm.

2.3.2 RENEWABLE ENERGY DIRECTIVE

The Renewable Energy Directive (RED III) provides the European Commission's legal framework for advancing clean energy initiatives across all sectors of the EU economy, facilitating cooperation among member states to achieve this objective. As the third iteration of the RED, RED III updates previous directives (RED I and RED II) to reflect more ambitious climate and energy targets. The directive establishes legislation aimed at increasing the proportion of renewable energy within the EU's energy portfolio, setting a binding target of at least 42.5% renewable energy at the EU level by 2030, with an aspirational goal of 45%. RED III also includes specific objectives related to ORE and the reduction of transport emissions within the EU. The key provisions of the Directive are summarised in Table 2.2.

RED III was incorporated into Irish law in August 2025, focusing on renewable energy development and related grid and storage infrastructure, via the European Union (Planning and Development) (Renewable Energy) Regulations 2025 (S.I. No 274 of 2025). According to these regulations, renewable energy projects are to be regarded as having overriding public interest when legal issues arise. Assigning overriding public interest status to renewable energy development under Irish law highlights the significance of advancing such projects in Ireland, and further underscores the value of establishing the ORE Hub, which is dedicated to supporting offshore wind development. Consequently, the ORE Hub plays a direct role in facilitating projects classified as being of overriding public interest.

Table 2.2: Summary of relevant sections of RED III

Section	Policy Text	Relevance to the Proposed Development
Recital 1 *(page 1)*	*In the context of the European Green […] Regulation (EU) 2021/1119 of the European Parliament and of the Council established the objective of climate neutrality in the Union by 2050 and an intermediate target of a reduction of net greenhouse gas emissions by at least 55 % compared to 1990 levels by 2030.*	The Proposed Development will contribute to this GHG emission reduction target, supporting both Irish and EU targets for offshore wind energy, and GHG emissions reduction by facilitating the construction of offshore wind development in the Irish Sea and Celtic Sea.
Recital 5 *(page 2)*	*The REPowerEU Plan […] aims to make the Union independent from Russian fossil fuels well before 2030. That communication provides for the front-loading of wind and solar energy, increasing the average deployment rate of such energy as well as for additional renewable energy capacity by 2030 to accommodate the higher production of renewable fuels of nonbiological origin. […] In that context, it is appropriate to increase the overall Union renewable energy target to 42,5 % in order to significantly accelerate the current pace of deployment of renewable energy, thereby accelerating the phase-out of the Union's dependence on Russian fossil fuels […] Beyond that*	RED III references the targets of the REPowerEU plan. Development of the ORE Hub will indirectly contribute to an increase in capacity of renewable energy generation through the facilitation of offshore wind. This also aligns with the goal of reducing the EU's dependence on Russian fossil fuels and ensuring independent energy security.

Section	Policy Text	Relevance to the Proposed Development
	mandatory level, Member States should endeavour to collectively achieve an overall Union renewable energy target of 45 %.	
Recital 14 *(Page 5)*	*In its Communication of 19 November 2020, entitled 'An EU Strategy to harness the potential of offshore renewable energy for a climate neutral future', the Commission introduced an ambitious objective of 300 GW of offshore wind and 40 GW of ocean energy across all the Union's Sea basins by 2050.*	Development of the ORE Hub facilitates development of offshore wind in the Irish Sea and Celtic Sea and therefore supports both Irish and EU targets for offshore wind. In addition, the ORE Hub could facilitate other ocean energies should they reach commercial viability in the future.

2.3.3 REPowerEU

The REPowerEU plan was launched in 2022 in response to the hardships and global energy market disruption caused by Russia's invasion of Ukraine. It is an initiative to reduce the EU's dependence on Russian fossil fuel imports by energy saving measures, accelerating transition to clean energy, and diversifying energy supplies. It outlines ambitious targets for scaling up renewable energy, including ORE, which are relevant to the ORE Hub as summarised in Table 2.3.

Table 2.3: Summary of relevant sections of the REPowerEU plan

Section	Policy Text	Relevance to the Proposed Development
Introduction *(page 1)*	*REPowerEU is about rapidly reducing our dependence on Russian fossil fuels by fast forwarding the clean transition and joining forces to achieve a more resilient energy system and a true Energy Union.*	This policy emphasises the need to accelerate renewable energy deployment, aligning with development of the ORE Hub, to facilitate development of ORE and reduce dependence on fossil fuels.
Substituting fossil fuels and accelerating Europe's clean energy transition *(page 6)*	*A massive speed-up and scale-up in renewable energy in power generation, industry, buildings and transport will accelerate our phasing out of Russian fossil fuels. [...] Based on its modelling of impacts and feasibility, the Commission is proposing to increase the target in the Renewable Energy Directive to 45% by 2030, up from 40% in last year's proposal.*	Highlights the need to accelerate renewable energy deployment, aligning with development of the ORE Hub, to facilitate development of ORE and reduce dependence on fossil fuels.
Substituting fossil fuels and accelerating Europe's clean energy transition *(page 6)*	*Wind energy, in particular offshore wind represents a significant future opportunity: resources are stable, abundant and public acceptance is higher. Europe is the global leader in offshore wind. To further strengthen the EU wind sector's global competitiveness and achieve the REPowerEU ambition with fast wind energy deployment, supply*	This highlights the importance of offshore wind for meeting the EU's ambitious targets for renewable energy. The Proposed Development can support these ambitious goals by facilitating the deployment of offshore wind, and its supply chain in addition to improving the competitiveness of the wind sector through provision

Section	Policy Text	Relevance to the Proposed Development
	chains need to be strengthened and permitting drastically accelerated.	of a purpose built port within 100nm of the Irish Sea and Celtic Sea projects.

2.3.4 EU Offshore Renewable Energy Strategy

The EU Offshore Renewable Energy Strategy is a strategy to expand ORE capacity, including wind, wave and tidal energy, to support the EU's climate goals and energy security. In the Strategy, offshore renewables are a main pillar of Europe's future electricity mix, identifying the EU countries' regional cumulative offshore goals of around 111GW by 2030 and 317GW by 2050. The strategy proposed pathways to support the long-term sustainable development of the sector, setting targets for 2030 and 2050. The most relevant sections of the strategy are highlighted in Table 2.4, including the role ports can play in the deployment of ORE.

Table 2.4: Summary of relevant sections of the EU Offshore Renewable Energy Strategy

Section	Policy Text	Relevance to the Proposed Development
Offshore Renewable Energy for a Climate Neutral Europe *(page 1)*	*Starting from today's installed offshore wind capacity of 12 GW, the Commission estimates that the objective to have an installed capacity of at least 60 GW of offshore wind and at least 1 GW of ocean energy by 2030, with a view to reach by 2050, 300 GW and 40 GW of installed capacity, respectively, is realistic and achievable.*	Development of the ORE Hub facilitates development of offshore wind in the Irish Sea and Celtic Sea and therefore supports both Irish and EU targets for offshore wind. Based upon the current pipeline of projects currently in the consenting process, it is expected that the ORE Hub will see a throughput of 50-65 turbines (i.e., approximately 1GW) per annum with components expected to arrive and depart by sea.
A stronger supply and value chain across Europe *(page 22)*	*According to industry estimates, overall investment of around EUR 0.5 to 1 billion is needed to upgrade port infrastructure and vessels*	This policy aligns with the plan to invest in upgrading Rosslare Europort infrastructure to support the construction of ORE projects through development of the ORE Hub.
Maritime spatial planning for sustainable management of space and resources *(page 8)*	*The development of offshore renewable energy must also comply with the EU environmental legislation and the integrated maritime policy. The choice of the site for an offshore renewable energy project is a delicate process. Designated sea spaces for offshore energy exploitation should be compatible with biodiversity protection, take into account socio-economic consequences for sectors*	While the ORE Hub is not in itself a renewable energy project, it will facilitate the construction of offshore wind developments and has considered both the environmental impacts of the Proposed Development and the possibilities for co-existence with other marine users within its design. The Proposed Development

Section	Policy Text	Relevance to the Proposed Development
	relying on good health of marine ecosystems and integrate as much as possible other uses of the sea. Maritime spatial planning is an essential and well-established tool to anticipate change, prevent and mitigate conflicts between policy priorities while also creating synergies between economic sectors.	has therefore considered environmental protection measures, marine health and other marine users throughout the iterative design process. These aspects have been integrated into the ORE Hub through the following: Infrastructure elements and a construction methodology designed to minimise the impact of the Proposed Development on the receiving environment (refer: Chapter 6: Project Description) Inclusion of bird boxes for Black Guillemots at both ORE berths Provision of a slipway and parking for the local Sea Scouts integrated into the ORE Hub Provision of a new Small Boat Harbour with enhanced facilities (deeper water, purpose-built moorings and quays, parking, equipment storage etc.) to replace the existing small boat harbour in consultation with the current users of the small boat harbour and local fishers Continued access to Fisherman's Quay for existing users throughout the construction period.

2.3.5 SPATIAL PLANNING: MARINE SPATIAL PLANNING DIRECTIVE

The Marine Spatial Planning Directive (2014/89/EU) established an EU-wide framework to promote the sustainable use of marine waters by establishing planning processes for marine activities and ecosystems. This includes balanced and sustainable territorial development of marine waters and coastal zones; optimised development of maritime activities and business climate; management of ecosystems and biodiversity conservation; better adaptation to risks; and resource-efficient and integrated coastal and maritime development. The most relevant sections of the Directive are shown in Table 2.5.

Table 2.5: Summary of relevant sections of the Marine Spatial Planning Directive

Section	Policy Text	Relevance to the Proposed Development
Recital 9 *(page 2)*	*Maritime spatial planning will contribute to the effective management of marine activities and the sustainable use of marine and coastal resources, by creating a framework for consistent, transparent, sustainable and evidence-based decision-making. In order to achieve its objectives, this Directive should lay down obligations to establish a maritime planning process, resulting in a maritime spatial plan or plans; such a planning process should take into account land-sea interactions and promote cooperation among Member States. Without prejudice to the existing Union acquis in the areas of energy, transport, fisheries and the environment, this Directive should not impose any other new obligations, notably in relation to the concrete choices of the Member States about how to pursue the sectoral policies in those areas but should rather aim to contribute to those policies through the planning process.*	In compliance with the EU Marine Spatial Planning Directive, Ireland established the National Marine Planning Framework (NMPF) in 2021 (Irish Government, 2021a), to ensure sustainable use of Ireland's marine resources as development increases in the maritime environment. The Proposed Development is aligned with the relevant objectives under the National Marine Planning Framework (NMPF). Refer to Table 2.12 [for information relating to how the Proposed Development complies with or supports the underlying and relevant sector specific objectives of the NMPF.
Article 15 *(page 10)*	*The maritime spatial plans referred to in Article 4 shall be established as soon as possible, and at the latest by 31 March 2021.*	As required by the directive, Ireland established its maritime spatial plan via the NMPF in 2021. This has been instrumental in Ireland's approach to exploiting its offshore wind potential. The Proposed Development will contribute to the delivery of offshore wind in the Irish Sea and Celtic Sea.

2.3.6 PORTS: TRANS-EUROPEAN NETWORK

The EU's TEN-T policy aims to create a unified, efficient, and sustainable transport infrastructure across the EU. It includes both a core network (to be completed by 2030) and a comprehensive network (to completed by 2050), with Rosslare Europort included in the latter.

The overarching goals of the TEN-T policy are:

- **Improve safety and resilience:** Increase safety and resilience in the network, with projects including secure parking areas and infrastructure for civilian and military mobility.
- **Enhance connectivity:** Connect urban nodes, ports, airports, and inland terminals to create a coherent, efficient, and multimodal transport network.
- **Promote sustainability:** Reduce the environmental impact and greenhouse gas emissions of transportation by developing a smart, green, and resilient network.
- **Increase efficiency:** Create a more efficient and safer network for both passengers and businesses, with smoother, quicker journeys.
- **Eliminate barriers:** Remove physical interruptions, bottlenecks, and missing links in the network to ensure the smooth circulation of goods, services, and people.
- **Strengthen cohesion:** Boost economic, social, and territorial cohesion across all Member States and their regions.

The Proposed Development aligns with the TEN-T goals by:

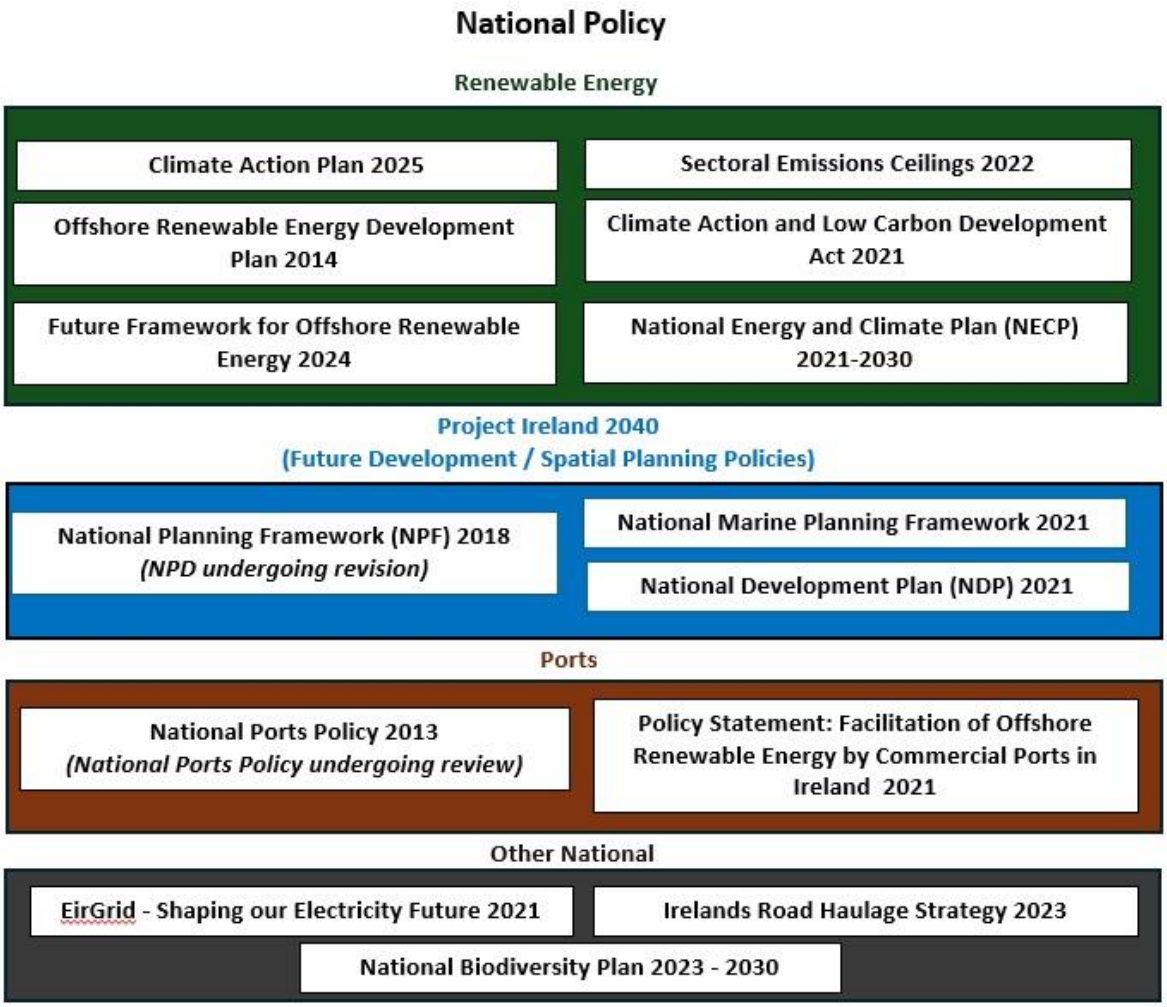
- Enhancing transport efficiency and connectivity by providing a multi-use facility capable of supporting traditional port operations during periods when the ORE Hub is underutilised for ORE, such as between projects or due to project delays.
- Supporting economic and social cohesion by providing a multi-use facility integrating a new Small Boat Harbour and a Sea Scouts Facility which will benefit the local community.
- Maximising investment and ensuring sustainability of the ORE Hub infrastructure by undertaking marine enabling works and installing services for anticipated future uses such as an O&M base for offshore wind farms and RNLI base.
- Contributing to environmental goals by serving as a hub for ORE.

The Proposed Development will help meet TEN-T infrastructure standards, including improved mobility and freight capacity. Rosslare Europort is listed as a "comprehensive port" in Annex II to Regulation (EU) 2024/1679. As a comprehensive port, Rosslare is integrated into the broader European transport network, benefiting from improved access to EU funding, streamlined regulatory support, and enhanced connectivity with other key infrastructure nodes across Europe. This designation supports the development of the ORE Hub as a multi-use facility with the primary use of supporting the development of ORE.

2.4 RELEVANT NATIONAL POLICY

This section outlines the main national policies that are of most relevance to development of the ORE Hub. Policies are grouped according to different aspects of the Proposed Development. Key

policies covering renewable energy, spatial planning, future growth, ports, and other important national matters are summarised in the following sections and tables, which explain their significance for the ORE Hub.



2.4.1 Renewable Energy

2.4.1.1 Climate Action and Low Carbon Development Act 2021

The Climate Action and Low Carbon Development (Amendment) Act 2021 (Irish Government, 2021b), which amended the Climate Action and Law Carbon Development Act 2015, was enacted in 2021 with the aim of supporting Ireland's transition to net zero and achieving a climate neutral economy by no later than 2050. The amended Act establishes a legal framework for Ireland to achieve a low-carbon, climate-resilient, and environmentally sustainable economy by 2050, including the creation of climate action plans and carbon budgets. The Climate Action and Low Carbon Development Act 2021 includes several key elements:

- Embedding the process of carbon budgeting into law, with Government required to adopt a series of economy-wide five-year carbon budgets, including sectoral targets for each relevant sector, on a rolling 15-year basis, starting in 2021.
- Actions for each sector which will be detailed in the Climate Action Plan, updated annually.

- Obligation to prepare a National Long Term Climate Action Strategy every five years.

The Climate Action and Low Carbon Development Act provides a statutory framework that outlines explicit legal targets and commitments, embedding essential structures and processes to facilitate Ireland's compliance with climate obligations. This framework plays a pivotal role in directing national climate policy, including the establishment of sectoral targets for areas such as transport and electricity.

Section 17 of the Climate Action and Low Carbon Development Act 2021 amended section 15 of the 2015 Act which provides for duties of certain bodies, and states that a relevant body shall, in so far as is practicable, perform its functions in a manner consistent with:

a) the most recent approved climate action plan,

b) the most recent approved national long term climate action strategy,

c) the most recent approved national adaptation framework and approved sectoral adaptation plans,

d) the furtherance of the national climate objective, and

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

Ireland's National Climate Objective[1] is stated as:

"The State shall, so as to reduce the extent of further global warming, pursue and achieve, by no later than the end of the year 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy."

The development of the ORE Hub aligns with the National Climate Objective through facilitating the deployment of ORE.

To enable the State to pursue and achieve the national climate objective, the following measures have been implemented:

a) carbon budgets

b) sectoral emission ceilings

c) a climate action plan

d) a national long term climate action strategy

e) a national adaptation framework.

The National Energy and Climate Action Plan and the sectoral emissions ceilings are applicable to the ORE Hub and are described in the following sections.

2.4.1.2 SECTORAL EMISSIONS CEILINGS

Ireland's Sectoral Emissions Ceilings (Irish Government, 2022b) were agreed by Government in July 2022. They are legally binding limits on GHG emissions for different sectors (e.g., electricity, transport, agriculture) aimed at achieving Ireland's climate targets, with specific reduction goals set

[1] Ireland's National Climate Objective is included as part of the Climate Action and Low Carbon Development Act 2015, as amended. It was included in section 3 of the 2015 Act which was amended by section 5 of the 2021 Act.

for each sector. The sectorial emission ceiling for transport and electricity that are of the most relevance to the ORE Hub are summarised in Table 2.6.

Table 2.6: Summary of relevant Sectorial Emissions Ceilings

Sector	Policy Text	Relevance to the Proposed Development
Electricity Table - Sectoral Emission Ceilings *(page 4)*	*In electricity, there is a sectoral emissions ceiling of 40 MtCO2eq. for the first carbon budget period (2021-2025), and a further reduced sectoral emissions ceiling of 20 MtCO2eq. over the second carbon budget period (2026-2030).*	The Proposed Development will help the electricity sector meet its emissions ceiling target by facilitating clean energy projects and reducing reliance on fossil fuels.
Transport Table - Sectoral Emission Ceilings *(page 4)*	*In transport, there is a sectoral emissions ceiling of 54 MtCO2eq. for the first carbon budget period (2021-2025), and a further reduced sectoral emissions ceiling of 37 MtCO2eq. over the second carbon budget period (2026-2030).*	Development of the ORE Hub will help the transport and other sectors meet their emissions ceiling by facilitating clean energy projects that will produce renewable electricity for increased electrification of the transport fleet.

2.4.1.3 CLIMATE ACTION PLAN

The finalised version of the fifth annual update to Ireland's Climate Action Plan (Irish Government, 2025)(Irish Government, 2025) (CAP25) was approved in April 2025. This is a comprehensive plan outlining Ireland's strategy to reduce GHG emissions by 51% by 2030 (relative to 2018 levels) and achieve net-zero emissions by 2050. CAP25 sets out measures across electricity, built environment, transport, agriculture, industry, land use, land use change and forestry. Amongst other targets, IT includes a target for the construction of 5GW of offshore wind projects by 2030, and a longer-term ambition for over 37GW of ORE to be delivered before 2050.

Offshore wind remains the only renewable technology capable of being deployed at a suitable scale to meet Ireland's ambitious renewable energy targets, and sufficient facilities and infrastructure is required to support this sector. CAP25 includes an Annex of Actions outlining the precise steps and timelines needed to achieve these climate change targets. The Annex of Actions directs the work programme across the various Government bodies for the coming year. There are a number of actions under the CAP25 Annex of Actions relating to electricity and transport, with the action relevant to the ORE Hub summarised in Table 2.7.

Table 2.7: Relevant Action from Climate Action Plan 2025 Annex of Actions

Action	Policy Text	Relevance to the Proposed Development
TR/25/13	*Review of the National Ports Policy to set a policy framework to contribute to the decarbonisation of maritime transport and the wider logistics chain and to support the development of Offshore Renewable Energy (ORE)*	The expected inclusion of a policy framework to contribute to the decarbonisation of maritime transport and the wider logistics chain and to support the development of ORE in the revised Ports Policy supports the development of the ORE Hub. The ORE Hub will facilitate ORE.

2.4.1.4 NATIONAL ENERGY AND CLIMATE PLAN 2021-2029

The National Energy and Climate Plan (NECP) 2021 – 2029 was first published in 2020 (Irish Government, 2020). A draft updated NECP 2021 – 2030 was submitted to the EC in July 2024. The draft plan outlines the government's energy and climate policies in detail for the period from 2021 to 2030 and looks onwards to 2050. This includes a strategic plan that details Ireland's approach to achieving its 2030 climate and energy targets, focusing on renewable energy, energy efficiency, emissions reduction, and research and innovation. The draft plan includes policy relevant to ORE and port development. The main sections relevant to the Proposed Development are summarised in Table 2.8.

Table 2.8: Summary of relevant sections of the National Energy and Climate Plan

Section	Policy Text	Relevance to the Proposed Development
Renewable Energy *(page 158)*	*Ireland has significant ambitions with respect to offshore wind development and is targeting at least 5 GW of installed capacity by 2030, with a further 2 GW earmarked for the production of green hydrogen and other non-grid uses to be in development by 2030.*	The Proposed Development will facilitate ORE and contribute to the delivery of Irish ORE targets. Based upon the current pipeline of projects currently in the consenting process, it is expected that the ORE Hub will see a throughput of 50-65 turbines (i.e., approximately 1GW) per annum with components expected to arrive and depart by sea.
Renewable Energy *(page 164)*	*A policy statement on the facilitation of ORE by ports was published in December 2021 by the Department of Transport. This sets out that Ireland will potentially need to build on a phased basis, a number of port facilities that will act as construction, deployment, and maintenance ports for ORE infrastructure.*	Development of the ORE Hub will deliver a port facility for the handling and storage, marshalling, staging and integration of ORE components to facilitate installation of offshore wind energy projects. ORE Hub is in a prime location to support fixed offshore wind projects in the Irish Sea and Celtic Sea, and in turn supports Ireland's short and medium term ORE targets.
Renewable Energy *(page 164)*	*A multiport approach to the provision of port infrastructure to facilitate the development of ORE in Ireland will help maximise the economic benefits at regional as well as national level in terms of the creation of jobs and new SMEs that can support the development of the ORE industry. This includes maximising the value that can be created from supply chain activities and by developing supply chain clusters in and around our ports. The Policy Statement also makes it clear to the offshore industry that the Government recognises the important role for Ports*	Rosslare Europort's development as an ORE hub aligns with this strategy by enhancing regional economic benefits through job creation and support for local SMEs. By integrating into the broader supply chain and developing clusters around its port, Rosslare can play a significant role in maximising the value of Ireland's ORE industry. The potential for the ORE Hub to create jobs and new SMEs that can support the ORE industry is also aligned with the actions contained in *Powering Prosperity Ireland's Offshore*

Section	Policy Text	Relevance to the Proposed Development
	in Ireland for the facilitation of ORE developments In line with the Policy Statement.	*Wind Industrial Strategy* (Department of Enterprise, Trade and Employment, 2024b) which centre on four core pillars aimed at maximising the economic development potential associated with Ireland's offshore wind ambitions, which are: Offshore Wind Supply Chains, Research, Development, and Innovation, Future Demand and End Uses for Renewable Energy, and Balanced Regional Economic Development Opportunities.

2.4.1.5 Offshore Renewable Energy Development Plan

The Irish Government published the Offshore Renewable Energy Development Plan (OREDP I) in 2014. The OREDP I outlined a framework to support the sustainable development of ORE, such as wind and wave power, to meet Ireland's renewable energy targets and reduce reliance on fossil fuels. Many of the targets of OREDP I have now been increased or have changed, reflecting the evolution of Ireland's ORE landscape. For example, in OREDP I there was a target to "achieve the high scenario of 4,500 MW from offshore wind and 1,500 MW of wave and tidal devices" by 2030 (page 30). The current target for offshore wind is 5GW of grid-connected offshore wind capacity installed by 2030.

The intention was for the OREDP to undergo revision and a second Offshore Renewable Energy Development Plan (OREDP II) to be published. A draft version of OREDP II was published for consultation in February 2023 (Irish Government, 2023b) and marked a shift to a plan-led approach, where the government would have more control over the designation of areas suitable for development. OREDP II was not implemented and has been superseded by the Future Framework for Offshore Renewable Energy which is described in Section 2.4.1.6 Much of the work that went into OREDP II has informed the policies in the Future Framework.

2.4.1.6 Future Framework for Offshore Renewable Energy

The Future Framework for Offshore Renewable Energy (hereafter referred to as the "Future Framework") (Irish Government, 2024c) was published in May 2024. It outlines Ireland's long-term ambitions for 20GW of ORE by 2040 and 37GW by 2050, laying down objectives and a roadmap to achieving these targets. It includes 29 key actions to develop Ireland's long-term, plan-led approach to offshore wind.

Under the Future Framework, Ireland's first Designated Maritime Area Plan (DMAP) for ORE identifies marine areas for development of fixed bottom offshore wind. This first DMAP is the South Coast DMAP (SC-DMAP) (Irish Government, 2024d), and within it are identified four maritime areas A -D for offshore wind development (shown in Figure 2.1). The four areas, which are located off the coast of Waterford and Wexford, are:

- Area A: Tonn Nua – 900 MW

- Area B: Li Bann – 1,000 MW
- Area C: Manannan – 1,000 MW
- Area D: Danu – 1,000 MW

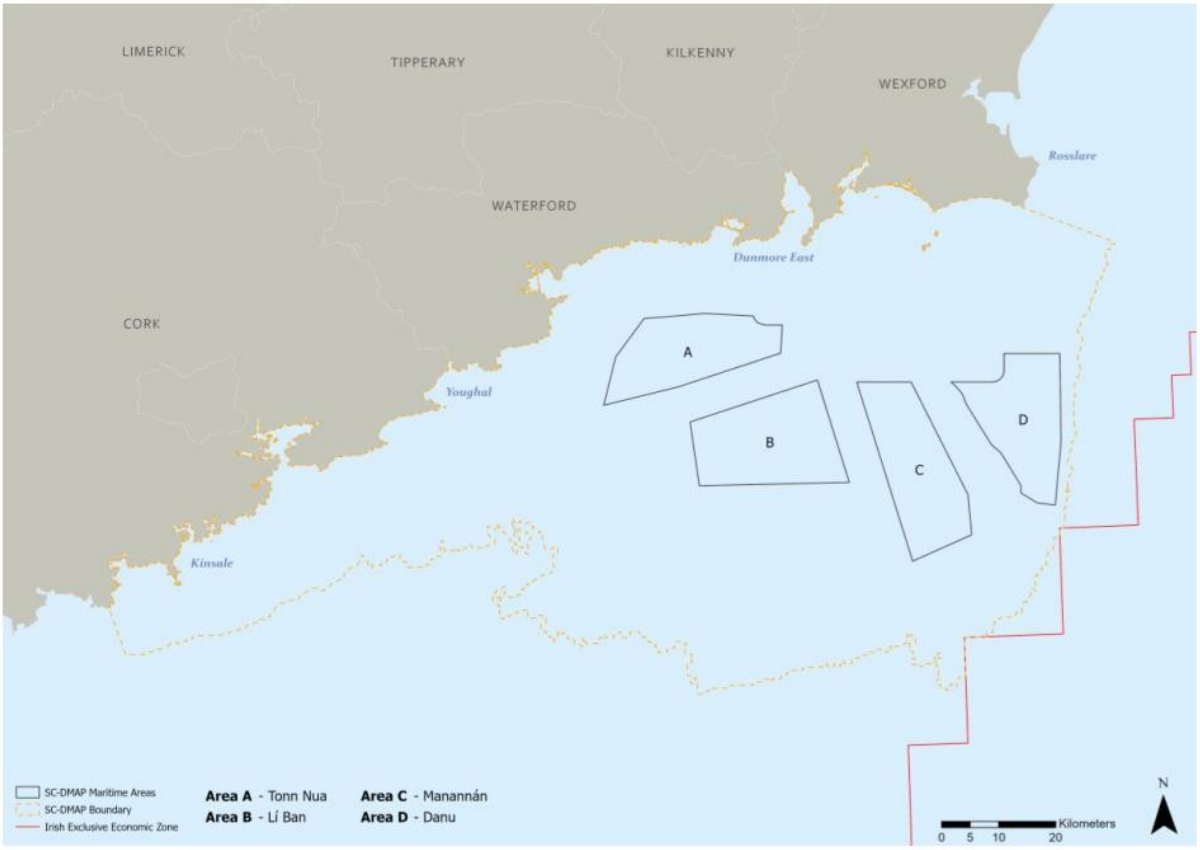


Figure 2.1: Maritime Areas A – D proposed for offshore wind development in the South Coast. DMAP

Tonn Nua will be grid connected and is due to be auctioned for development under the ORESS in Q4 2025 with operation expected in 2034 based on a grid delivery date by Eirgrid in late 2033 (Eirgrid, 2025). An announcement in relation to an auction for Site B: Li Bann is anticipated before the end of 2025 with an expected auction date sometime in 2026. Further programmes of deployment will take place within Maritime Areas C and D over the next appropriate 10-year period. The deployments will happen under the Future Framework. As discussed in Chapter 3: Need for the Project, the Proposed Development is in a prime location to efficiently and economically service the installation of these developments and for subsequent Operations and Maintenance (O&M) activities. The Future Framework includes several other policies relevant to the Proposed Development, as summarised in Table 2.9.

Table 2.9: Summary of relevant sections of the Future Framework for Offshore Renewable Energy

Section	Policy Text	Relevance to the Proposed Development
Background - A Phased Approach to ORE *(page 17)*	*The first proposed DMAP, on the South Coast, will identify marine areas for development of fixed bottom offshore wind for delivery by both 2030 and post-2030. Fixed bottom offshore wind is more cost effective in the short term, has been delivered at scale in other jurisdictions, and offers the best prospects for the accelerated delivery of future offshore wind at an affordable cost to Irish electricity consumers in the next 5-10 years. Once a DMAP is approved by government and the Oireachtas, it has a statutory basis which will guide future planning application decisions. The South Coast DMAP is expected to be submitted for Oireachtas scrutiny and approval by summer 2024.* *The final phase of offshore wind deployment is referred to as the Future Framework which builds on previous ORE policy both published and in development, is informed by all previous public consultation carried out by DECC and is complimented by independent economic analysis commissioned by DECC.*	Rosslare Europort is in a prime location to support the deployment of offshore wind at the four sites outlined in the South Coast DMAP, which will be developed under the future framework.
Pathways to Success - Government Priorities *(page 32)*	*ORE project sites must be located within economic distance to key onshore and offshore infrastructure be it existing, planned, or prospective. Cables, substations and other grid infrastructure must be constructed in concert with ORE projects whether the intent is to land energy generation*	This highlights the importance of port facilities capable of building, storing, and transporting components for ORE plus the importance of proximity of port facilities to ORE sites for Operations O&M activities. The development of Rosslare as an ORE Hub, plus its

Section	Policy Text	Relevance to the Proposed Development
	domestically or to export via interconnectors. Given the potential scale of offshore resources, the works required for grid connection are likely to be substantial. Critically, project construction is enabled by port facilities capable of building, storing, and transporting components as well as proximity for ongoing O&M activities.	location on the south east coast of Ireland meets these criteria.
Domestic Industry and Infrastructure Considerations – Ports *(page 57)*	[An] *Irish port capacity assessment conducted by the Irish Maritime Development Office (IMDO), which, after assessing existing and planned port infrastructure in Ireland and abroad, concluded that at least four Irish deployment ports – inclusive of the Belfast port – are required to deliver 2030 and 2050 targets.*	A report on Irish Port Capacity concluded that a minimum of four Irish Deployment ports is required for 2030 and 2050 ORE targets. The ORE Hub at Rosslare Europort is in a prime location to be one of these ports and can facilitate the deployment of offshore wind in the Irish Sea and Celtic Sea.

The Future Framework 2025 Review (Irish Government, May 2025) summarises the ORE sector's progress since the publication of the Future Framework in April 2024 and sets new Actions for 2025 to 2026. The new Actions under the Future Framework 2025 Review support the development of ORE in Ireland's waters.

2.4.2 Project Ireland 2040 (Future Development / Spatial Planning Policies)

Project Ireland 2040 (Irish Government, 2018) is the Irish government's long-term overarching strategy for 2040. By 2040, there will be approximately one million additional people living in Ireland. This population growth will require hundreds of thousands of new jobs, new homes, heightened cultural and social amenities, enhanced regional connectivity and improved environmental sustainability.

Project Ireland 2040 consists of the National Planning Framework (NPF) and its equivalent for the marine area, the National Marine Planning Framework (NMPF), with the framework for implementation set out in the National Development Plan (NDP) 2021-2030. Both the NPF and NDP have been subject to review and are discussed in Section 2.4.2.1 (NPF) and Section 2.4.2.3 (NDP). Policies within the NPF, NMPF and NDP relevant to the Proposed Development are now discussed. in the following sections.

2.4.2.1 National Planning Framework

The NPF is the primary Irish planning policy guiding spatial, planning and land use in Ireland. It is the topmost level of policy in the Irish planning hierarchy, from which certain policies and frameworks are derived. It sets National Strategic Outcomes (NSO) and National Policy Objectives (NPO) with which regional and local planning policy must align.

The NPF, which was originally published in 2018 has undergone its first revision and has been superseded by the National Planning Framework First Revision (NPF 2025), published in April 2025

(Irish Government, 2025a). The ORE Hub supports a number of the NSO which underpin the NPF 2025 including the following:

- Transition to a Carbon Neutral and Climate Resilient Society
- A Strong Economy, supported by Enterprise, Innovation and Skills
- Strengthened Rural Economies and Communities
- Enhanced Amenities and Heritage
- High-Quality International Connectivity

As stated previously, the primary purpose of the Proposed Development is to provide a facility for the efficient handling and storage, marshalling, staging and integration of ORE components to facilitate installation of offshore wind energy projects. ORE has strong Government support with a target of at least 5GW of offshore wind projects by 2030 or as soon as possible thereafter (refer to Section 2.4.1). This target will be achieved through the deployment of fixed offshore wind farms in the Irish Sea and Celtic Sea. There are five offshore windfarm projects progressing through the consenting process in the Irish Sea and a site in the Celtic Sea due to be auctioned in Q4 2025. The ORE Hub is in a prime location to efficiently and economically facilitate ORE. (refer to Chapter 3: Need for the Project), supporting the transition to a carbon neutral and climate resilient society.

The Proposed Development will generate direct and indirect employment opportunities during its construction and operation for the immediate community, wider Wexford County and Southeast region. Additionally, the ORE Hub can act as a catalyst for ORE supporting industries. The potential for ports to maximise the value of ORE to local communities by driving economic development through co-location of ORE supply chain clusters is recognised by Government in national ports policy (Section 2.4.3 refers). A new policy framework to support this is expected to feature in the forthcoming revised Ports Policy (refer to Section 2.4.3.2). Through its facilitation of offshore wind development, the ORE Hub will contribute to a strong economy and strengthen the local largely rural economy

Chapter 7 of the NPF 2025 titled *"Realising our Island and Maritime Potential"* addresses Ireland's approach to integrated land and maritime planning and including in relation to our Maritime Economy, Ports, Coastal Environment and Planning for Climate Change and Offshore Renewable Energy. A number of National Policy Objectives, directly relevant to the Proposed Development are highlighted in Table 2.10.

Table 2.10: Summary of relevant National Policy Objectives under the NPF First Revision

National Policy Objective	Policy Text	Relevance to the Proposed Development
NPO 50 (Page 101)	*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.*	NPO 50 recognises the need to support the strategic development of Tier 1 and Tier 2 ports. Rosslare Europort is a Tier 2 port and the development of the ORE Hub forms part of the strategic vision for the port (refer Chapter 3: Need for the Project).
NPO 51 (page 102)	*Support the sustainable delivery of port and harbour infrastructure to facilitate the development, maintenance and operation of offshore renewable electricity generating developments.*	NPO 51 recognises the importance of ports that are capable of supporting the development of offshore wind. The primary use of the ORE Hub is to facilitate the development of offshore windfarms in the Irish Sea and Celtic Sea.
NPO 55 *(page 105)*	*To support the progressive development of Ireland's offshore renewable energy potential, the sustainable development of enabling onshore and offshore infrastructure including domestic and international grid connectivity enhancements, non-grid transmission infrastructure, as well as port infrastructure for the marshalling and assembly of wind turbine components and for the operation and maintenance of offshore renewable energy projects.*	NPO 55 recognises the need to support the development of ORE, specifically mentioning ports for the marshalling and assembly of wind turbine components, and O&M. Development of the ORE Hub will deliver port infrastructure for efficient handling and storage, marshalling, staging and integration of ORE components to facilitate installation and operation and maintenance of ORE projects.

In addition, Section 7.3 of the NPF 2025 discusses ports and states:

> *"in line with the Climate Action Plan 2024, the transport sector will continue to support plans 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."*

The ORE Hub has been designed specifically to facilitate the development of offshore windfarms in the Irish Sea and Celtic Sea.

2.4.2.2 NATIONAL MARINE PLANNING FRAMEWORK

The NMPF (Irish Government, 2021) is Ireland's first marine spatial plan, published in 2021 which works in parallel to the NPF. It has been developed in compliance with the EU Marine Spatial Planning Directive, and brings together all marine-based human activities, outlining the government's vision and objectives for marine planning policies for all marine activities. It sets a clear direction for managing Ireland's seas, clarifies objectives and priorities. and directs stakeholders towards strategic, plan-led, and efficient use of Ireland's marine resources.

The NMPF has been prepared using an ecosystem-based approach and informed by best available knowledge. The NMPF has a number of objectives, policies and supporting actions to support the "effective management of marine activities and more sustainable use of our marine resources". It sets out Overarching Marine Planning Policies (OMPP) which apply to both marine activities or developments and developments outside the marine area that could impact on it. The OMPP are supported by Sectoral Marine Planning Policies (SMPP) (refer to Table 2.11 for relevant SMPP). Plans for development or activities in the maritime area may have to consider a range of both OMPP and SMPP and in most cases demonstrate that the development or activity will, in order of preference:

a) Avoid

b) Minimise, or

c) Mitigate

Significant adverse impacts on the subject matter of the policy.

The following sub sections discuss how the Proposed Development aligns with the OMPP and SMPP.

Overarching Marine Planning Policies

The OMPP are grouped under a number of themes as set out below.

- Environmental (Chapter 5), including ocean health, biodiversity, underwater noise, climate change)
- Economic (Chapter 6) based on a thriving maritime economy (comprises co-existence and infrastructure)
- Social (Chapter 7) which addresses our engagement with the sea (includes access, employment, rural coastal and island communities, social benefits)

Environmental

The primary purpose of the Proposed Development is to provide a facility for the efficient handling and storage, marshalling, staging and integration of ORE components to facilitate installation of offshore wind energy projects. The ORE Hub will, therefore, directly contribute to Ireland's response to the climate emergency by ensuring that offshore wind can be deployed at scale in the Irish Sea and Celtic Sea, thereby supporting the achievement of ambitious renewable electricity and decarbonisation targets.

Climate Change is also acknowledged as being one of the largest threats to the biodiversity of our oceans and ocean health with recent research indicating that climate change may account for up to

half of the combined impacts on marine ecosystems[2]. By facilitating the deployment of offshore wind at scale, the ORE Hub will make a contribution to halting climate change-induced biodiversity loss and degradation of ocean health.

For other OMPPs relating to ocean health, the ORE Hub has, through an iterative design process, aimed to avoid impacts to the marine environment. Where that has not been possible, the design of the ORE Hub has aimed to minimise and mitigate any impacts to ensure that they are not significant. This includes in relation to water quality, underwater noise, air quality and marine litter.

Economic

The Proposed Development also supports the achievement of economic and social based OMPPs included in the NMPF. Acknowledging that the NMPF has co-existence as a core principle, the ORE Hub has been designed as a multiuse facility to provide for the secondary use of traditional port activities and to incorporate enhanced facilities for users of the existing small boat harbour into the new facility. While the primary use is facilitating ORE, there may be periods when the facility is not fully utilised for ORE operations, for example between ORE projects or due to ORE project delays. At such times, the proposed ORE Hub may be used for traditional port activities. The overarching economic marine policies of the NMPF and how they relate to the Proposed Development are summarised in Table 2.11.

Table 2.11: Summary of the NMPF Overarching Marine Policies - Economic

Overarching Marine Policy - Economic	Policy Text	Relevance to Proposed Development
Co-existence Policy 1	*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: a) minimise significant adverse impacts, b) mitigate significant adverse impacts, or c) if it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding.*	While the primary use of the facilities in the Proposed Development will be for ORE, there may be times when the facility is not fully utilised for ORE operations, for example between ORE projects or due to ORE project delays. At such times, the proposed berths at the ORE Hub may be used for traditional port activities. The Proposed Development therefore includes provision of overflow trailer parking for RoRo cargo operations at Rosslare Europort to accommodate this potential occasional use, sufficient to cover a projected increase in RoRo trade out to 2040. In addition, a new Small Boat Harbour and a separate facility for local clubs such as Sea Scouts, is incorporated into the ORE Hub providing enhanced facilities for existing users. Accordingly, there is no displacement and no

[2] https://www.eea.europa.eu/en/analysis/publications/how-climate-change-impacts-marine-life

Overarching Marine Policy - Economic	Policy Text	Relevance to Proposed Development
		significant adverse impacts on other activities.
Infrastructure Policy 1	*Appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be supported. Proposals for appropriate infrastructure that facilitates the diversification or regeneration of marine industries should be supported.*	The infrastructure of the ORE Hub is being developed to support the installation and, in future, the ongoing operation and maintenance of offshore wind energy, as well as providing enhanced facilities for local fishers and boat users.

Social

An integral element of the ORE Hub is the provision of a new Small Boat Harbour with enhanced access in deeper water for the users of the existing small boat harbour and Fisherman's Quay. These facilities have been designed in consultation with the various user groups (refer to Chapter 4: Scoping and Consultation) and will provide socio-economic benefits to the groups that will use the new facilities. The new facilities will also have a positive outcome for other economic and social OMPPs including the provision of enhanced facilities with safe access to the sea for the users of the existing small boat harbour and the Sea Scouts. The ORE Hub will provide increased employment for the local community and wider South East region, both during the construction of the ORE Hub itself and subsequently through the facilitation of ORE development.

Sectoral Marine Planning Policies

The NMPF includes a range of objectives and policies under Chapter 13: Energy - Offshore Renewable and Chapter 18: Ports, Harbours and Shipping that are relevant to the Proposed Development. Chapter 13: Energy Offshore Renewable includes a range of objectives that broadly support the establishment of an offshore renewables industry including the following objectives:

- Support the development of ORE in Ireland as a driver to significantly reduce greenhouse gas emissions and accelerate the move to cleaner energy in line with national and EU policy.
- Increase the sustainable ORE use of our extensive marine resource in an efficient and co-ordinated manner identifying, where possible, potential for synergies and opportunities for multi-use of our shared maritime area.
- Support Ireland's decarbonisation journey through increased use of ORE while delivering significant and sustained benefits, import substitution, fiscal return, national and local economic development and technology learning.
- Support the strategic growth of the ORE industry recognising the potential to derive benefits particularly for Ireland's coastal communities.
- Provide enhanced security of energy supply for Ireland in the short and medium term, in accordance with the Climate Action Plan.

As a purpose designed facility to support the efficient handling and storage, marshalling, staging and integration of ORE components to facilitate installation of offshore wind energy projects, the ORE Hub will contribute to the achievement of these objectives.

The objectives under Chapter 18: Ports, Harbours and Shipping, show strong support for the sustainable development of Ireland's ports and highlight their importance to Ireland as an island nation. They include objectives to/for:

- Safeguard the operation of ports as key actors in the economic wellbeing of the State through the provision of safe and sustainable maritime transport.
- Facilitate a competitive and effective market for maritime transport services.
- The sustainable development of the ports sector and full realisation of the National Ports Policy with a view to providing adequate capacity to meet present and future demand, and to adapt to the consequences of climate change.
- Ensure that the strategic development requirements of Tier 1 and Tier 2 Ports, ports of regional significance, and smaller harbours are appropriately addressed in regional and local marine planning policy.

The Proposed Development will provide a purpose-built facility to support ORE development and can act as a catalyst for associated industries such as logistics, planning, environmental and engineering and research services, benefiting the region economically and placing the port at the centre. The objectives stated above are supportive of this development which is at the heart of port related policies within the NMPF.

The NMPF also includes a number of sectoral policy objectives under Chapter 13 and 18 relevant to the Proposed Development, which are summarised in Table 2.12.

Table 2.12: Summary of Relevant NMPF Sectoral Marine Planning Policies

Section	Policy Text	Relevance to the Proposed Development
Energy - Offshore Renewable *(page 120)*	*Support the development of ORE in Ireland as a driver to significantly reduce greenhouse gas emissions and accelerate the move to cleaner energy in line with national and EU policy.*	Development of the ORE Hub will support ORE development.
Energy - Offshore Renewable Policy 7 *(page 121)*	*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*	Development of the ORE Hub will support ORE development.
Energy - Offshore Renewable Policy 10 *(page 122)*	*Opportunities for land-based, coastal infrastructure that is critical to and supports development of ORE should be prioritised in plans and policies, where possible.*	Development of the ORE Hub will support ORE development.

Section	Policy Text	Relevance to the Proposed Development
Energy - Offshore Renewable *(page 125)*	*Our ports will also play a crucial role in facilitating the necessary development of both offshore renewable generation and grid infrastructure, requiring investment to handle plant, equipment and cabling, and the associated shipping during the construction, operation and maintenance phases of future projects.*	Development of the ORE Hub will support ORE development.
Ports, Harbours and Shipping - Policy 1 *(page 150)*	*To provide for shipping activity and freedom of navigation the following factors will be taken into account when reaching decisions regarding development and use:* *• 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.*	Development of the ORE Hub complies with Ports, Harbours and Shipping - Planning Policy 1 in that it does not interfere with existing or planned shipping routes (see Chapter 20: Shipping and Navigation), and therefore alternatives need not be considered. A Navigation Risk Assessment has been provided (see EIAR Volume 3, Technical Appendix 20) which concluded that, with the implementation of recommended measures (i.e., a vessel management protocol), impact on port operations will be minimised.
Ports, Harbours and Shipping - Policy 2 *(page 150)*	*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:* *a) avoid,* *b) minimise, or* *c) mitigate significant adverse impacts, and* *d) if it is not possible to mitigate significant adverse impacts on current activity and future opportunity for expansion of port and harbour*	Development of the ORE Hub complies with Ports, Harbours and Shipping - Planning Policy 2 in that the proposal itself is a proposal for expansion of port and harbour activities.

Section	Policy Text	Relevance to the Proposed Development
	activities, proposals should set out the reasons for proceeding.	
Ports, Harbours and Shipping - Policy 3 *(page 150)*	*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.*	As set out in this chapter, it is demonstrated that the Proposed Development has considered National Ports Policy, the National Planning Framework, and relevant provisions related to the TEN-T network (section 2.4 refers).
Ports, Harbours and Shipping - Policy 4 *(page 150)*	*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:* *• 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 complies with Ports, Harbours and Shipping - Planning Policy 4 in that the relevant maritime authorities were consulted as appropriate under the EIA Scoping and Consultation process (see Chapter 4: Scoping and Consultation). Refer to Chapter 20: Shipping and Navigation and its Technical Appendix which address Navigation Risk.

2.4.2.3 NATIONAL DEVELOPMENT PLAN

The NDP, first published in 2018, revised in 2021, and further updated in 2025, provides the enabling investment to implement the strategies set out in the NPF and the NMPF. It is the largest NDP delivered in the history of the Irish state – with plans for €275.4 billion of public capital investment to 2035 and aims to deliver transformational investment to safeguard our future. –It has a particular focus to:

- deliver transformative, critical and growth-enhancing infrastructure
- scale up and strengthen our water, energy and transport systems
- unlock housing supply
- improve the living standards of the people of Ireland; and
- boost our international competitiveness.

The section of relevance from the NDP Review 2025 (Irish Government, 2025b) is outlined in Table 2.13.

Table 2.13: Summary of relevant sections of the National Development Plan

Section	Policy	Relevance to the Proposed Development
Section 3.3 Climate (page 10)	*Section 3.3 highlights the ambitious national climate goals under the Climate Action Plan (CAP) and the Climate Action and Low Carbon Development (Amendment) Act 2021, committing Ireland to transition to a climate-resilient, biodiversity-rich, environmentally sustainable, and climate-neutral economy by 2050 and a reduction of 51% in GHG emissions by 2030, compared to 2018 levels.*	The Proposed Development supports the delivery of this objective by providing a purpose built facility for the efficient handling and storage, marshalling, staging and integration of ORE components to facilitate the installation of ORE projects.

2.4.3 PORTS

2.4.3.1 NATIONAL PORTS POLICY

Ireland's National Ports Policy (NPP) (Irish Government, 2013), published in 2013, is a strategic framework that guides the development, management, and operation of Ireland's ports. The framework sets out the likely requirements in the future for port infrastructure, focussing on ensuring that port infrastructure supports economic growth, trade, and connectivity while addressing environmental and sustainability considerations. The sections of this policy of most relevance to the Proposed Development are presented in Table 2.14.

Table 2.14: Summary of relevant sections of the National Ports Policy

Section	Policy Text	Relevance to the Proposed Development
Executive Summary *(page 13)*	*National Ports Policy introduces clear categorisation of the ports sector into Ports of National Significance (Tier 1), Ports of National Significance (Tier 2) and Ports of Regional Significance.* […] *Ports of National Significance (Tier 2) are ports 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.* *Two ports fulfil these criteria: the Port of Waterford Company and Rosslare Europort.*	The Executive Summary shows the importance of Rosslare Europort which is classified as a Tier 2 Port of National Significance under the national ports policy.
Organisational and	*…the Port of Waterford and Rosslare Europort also meet the European*	NPP identifies that Rosslare meets the requirements for inclusion in the TEN-T

Section	Policy Text	Relevance to the Proposed Development
Ownership Structure *(page 27)*	*Commission's criteria for inclusion in the comprehensive network under the TEN-T proposal. These are ports that, while not enjoying the same degree of connectivity as the core network, are still an integral part of the pan-European transportation network.*	network highlighting its importance for international freight and passenger connectivity.
Organisational and Ownership Structure *(page 28)*	*Rosslare Europort enjoys a significant proportion of Irish Ro-Ro traffic, is the fourth largest port in terms of overall tonnage handled, and the State's second largest passenger port.*	NPP highlights importance of RoRo in Rosslare, as well as overall tonnage handled and status as the State's second largest passenger port. In recognition of its importance as a port for RoRo traffic, the ORE Hub has been designed as a multiuse facility that may be utilised for traditional port activities during periods when the facility is not fully utilised for ORE operations, for example between ORE projects or due to ORE project delays.
Ports Policy and the Planning Development System *(page 43)*	*The provision of adequate and efficient capacity into the future is a crucial Government strategic objective.*	Development of the ORE Hub will contribute to the provision of national port capacity into the future. The primary purpose of the Rosslare ORE Hub is to provide a facility for the efficient handling and storage, marshalling, staging and integration of ORE components to facilitate installation of offshore wind energy projects. The ORE Hub will contribute to increased capacity in ports by providing a multiuse facility that may be utilised for traditional port activities during periods when the facility is not fully utilised for ORE operations, for example between ORE projects or due to ORE project delays.
Ports Policy and the Planning Development System *(page 44)*	*The first of these trends is the shift by global shipping lines toward larger vessels requiring access to deeper water and the reduced availability of vessels to use smaller ports*	The ORE Hub will provide increased deeper water capacity by widening and deepening the approach channel and providing two deep water berths, which may be used for traditional port activities.
Ports Policy and the Planning Development System *(page 44)*	*In addition to the above, there are other emerging capacity requirements and opportunities in other areas, including cruise tourism and the offshore energy market.*	The ORE Hub will provide a purpose-built facility for the efficient handling and storage, marshalling, staging and integration of ORE components to facilitate installation of ORE developments.

Section	Policy Text	Relevance to the Proposed Development
Ports Policy and the Planning Development System *(page 45)*	*In relation to the emerging ocean energy sector, the recently published IMDO Report on Irish Ports 'Offshore Renewable Energy Services' concluded that the three Ports of National Significance (Tier 1) had the greatest potential in servicing current and future demand in the offshore renewable energy sector. The report additionally identified the two Ports of National Significance (Tier 2), as well as Galway Harbour Company and Killybegs Fishery Harbour Centre, as having important potential in terms of servicing future demand in this sector. National Ports Policy endorses these findings.*	The ORE Hub will provide a purpose built facility for the efficient handling and storage, marshalling, staging and integration of ORE components to facilitate installation of ORE developments.
Ports Policy and the Planning Development System *(page 45)*	*National and Regional Planning Guidelines should also recognise the importance of the three categories of ports and allow for their continued development. To this end, the Department contributes as necessary to the development of Regional Planning Guidelines in order to ensure that the goals of National Ports Policy are recognised in the planning hierarchy.*	NPP identifies that national and regional planning guidelines should recognise the importance of the three tiers of port, and the department contributes as necessary to the development of regional planning guidelines. For Rosslare Port, this is recognised in the National Planning Framework - "The NPF recognises National Ports Policy and the need for Tier 1 and Tier 2 ports to take the lead in meeting future port capacity requirements." While the primary purpose of the Proposed Development is to provide a facility for the efficient handling and storage, marshalling, staging and integration of ORE components to facilitate installation of ORE developments, the Rosslare ORE Hub will contribute to increased capacity in ports throughout the Region by providing a multiuse facility that may be utilised for traditional port activities during periods when the facility is not fully utilised for ORE operations, for example between ORE projects or due to ORE project delays.

2.4.3.2 REVIEW OF THE NATIONAL PORTS POLICY 2013– ISSUES PAPER

In October 2023, the first phase of public consultation on the NPP was announced for review of the National Ports Policy – the consultation being based on an issues paper (Irish Government, Department of Transport, 2023) published at the same time. The public consultation period ended

on in January 2024, the results of which will inform a revised National Ports Policy due in 2026. The issues paper highlights many aspects worth considering for a revised NPP, including putting more focus on areas such as climate change, the development of ORE, increasing ports capacity, Brexit and the impacts of Covid-19 pandemic.

The NPP Review Issues Paper included the issue of the Irish Ports Capacity Study which evaluates the capacity of the port system to address current and future demands up to 2040. With this in mind, the ORE Hub has been designed as a multi-use facility that can support traditional port activities, maximising infrastructure utilisation and supporting regional and national economic resilience. There may be periods when the facility is not fully utilised for ORE operations, for example between ORE projects or due to ORE project delays. At such times, the ORE Hub may be used for traditional port activities, accounting for an anticipated growth in traditional port activities out to 2040.

The elements of the National Ports Policy Review most relevant to the Proposed Development are shown in Table 2.15.

Table 2.15: Summary of relevant sections of the National Ports Policy Review

Section	Policy Text	Relevance to the Proposed Development
Development of Offshore Renewable Energy *(page 15)*	*In light of COVID-19, Brexit, the Russian-Ukrainian crisis and climate change, developing offshore renewable energy is integral to achieving Ireland's Climate Change ambitions with a target of 5GW of offshore wind by 2030 (with an additional 2GW to be in development for the production of green hydrogen) and the potential of at least 30GW of floating offshore wind power as set out in the Programme for Government and the Climate Action Plan 2023. It has long been recognised that ports play a crucial facilitating role in developing ORE. The ORE industry will be regionally dispersed with the initial fixed bottom installations expected along the east and south coasts while the west will largely serve floating installations. The sector will be served by those ports which can provide the infrastructure and natural advantage to support ORE development*	Development of the ORE Hub will play a crucial role in facilitating the development of ORE, due to its proximity to a number of planned fixed bottom offshore wind projects in the Irish Sea and Celtic Sea.
Development of Offshore Renewable Energy *(page 15)*	*Ireland will potentially need to build on a phased basis, around four to five standard ORE port facilities (each capable of building 500 MW of ORE annually) that will act as construction and deployment ports over the next 25–30 years*	Development of the ORE Hub will contribute to meeting requirement to build ORE port facilities to act as construction and deployment ports over the next 25–30 years by providing a purpose built facility for the efficient handling and storage, marshalling, staging and

Section	Policy Text	Relevance to the Proposed Development
		integration of ORE components to facilitate installation of offshore wind energy projects.

2.4.3.3 Policy Statement: Facilitation of Offshore Renewable Energy by Commercial Ports in Ireland

The Department of Transport released a policy statement focussed on the Facilitation of Offshore Renewable Energy by Commercial Ports in Ireland in December 2021 (Irish Government, 2021). This statement outlines a strategic approach for commercial ports to support the development and deployment of offshore renewable energy projects, providing clarity to ORE operators about the use of Irish ports.

The policy statement positioned Ireland as a significant contributor to the EU's strategy on ORE. Ireland will contribute 5GW of the EU's target of 60GW of offshore wind capacity by 2030. The statement was informed by extensive engagement with the ORE sector to ascertain its needs. The most relevant sections of the policy statement for Rosslare, covering ORE targets, ports, TEN-T funding, and post-2030 development are summarised in Table 2.16.

Table 2.16: Summary of relevant sections of the Policy Statement: Facilitation of Offshore Renewable Energy by Commercial Ports in Ireland

Section	Policy Text	Relevance to the Proposed Development
Background and Context *(page 1)*	*The Programme for Government (2020) (PfG) and the Climate Action and Low Carbon Development (Amendment) Act 2021 commit Ireland to a 51 per cent reduction in emissions by 2030 and Zero emissions by 2050. The PfG set a target for 70% of electricity to be generated from renewable sources by 2030 and set a target of 5GW of offshore wind by 2030. The Climate Action Plan published on 4th November 2021 (CAP 21) has since increased the target to up to 80% renewable electricity by 2030. It also sets out how Ireland will take advantage of the potential of at least 30GW of floating offshore wind power in our deeper waters in the Atlantic.*	Development of the ORE Hub will play a crucial role in facilitating the development of ORE, with the project located close to a number of planned fixed bottom offshore wind projects in the Irish Sea and Celtic Sea supporting the achievement of the target of 5 GW of offshore wind by 2030.
Ports *(page 2)*	*While the primary function of our State ports is to facilitate maritime transport, our ports are more than trading gateways to the world. They are also enablers of other activities.*	Development of the ORE Hub will deliver enabling infrastructure for offshore renewable energy resource development by providing a purpose built facility for the efficient handling and storage,

Section	Policy Text	Relevance to the Proposed Development
	The significant role that ports can play in facilitating the development of the Irish offshore renewable energy sector is widely recognised.	marshalling, staging and integration of ORE components to facilitate installation of offshore wind energy projects. Development of the ORE Hub will not restrict Rosslare Europort from carrying out its primary function to facilitate maritime transport
Phases 1 and 2 *(page 3)*	*The objective of achieving 5 GW of installed offshore wind by 2030 will primarily be met through the deployment of fixed pile turbines off the East and South East coasts [...] It is recognised that existing ports in Ireland, or entities within ports with development plans, e.g., Rosslare Europort, the Port of Cork, can play a significant role in providing the required largescale port infrastructure for those deployments.*	It is notable that the statement says that Rosslare Europort 'can play a significant role' in developing ORE. The ORE Hub has been designed to provide a purpose-built facility for the efficient handling and storage, marshalling, staging and integration of ORE components to facilitate installation of offshore wind energy projects. It is ideally located at the south east corner of Ireland to facilitate the development of the first phases of offshore wind, including for the Phase One projects located in the Irish Sea and the four areas identified in the Celtic Sea off the coasts of Wexford and Waterford located within the South Coast Designated Maritime Area Plan.
Funding Options *(page 5)*	*[…] the Department engaged extensively with other Member States and the Commission advocating for the inclusion of funding for ORE related port infrastructure under the Connecting Europe Funding facility (CEF) which is the funding instrument for the EU's TransEuropean Transport Network (TEN-T). The CEF criteria were extended to allow EU funding for conducting studies and for the development of ports capacities and facilities in relation to offshore wind farms in the next 2021-2023 funding window. This is significant and a clear recognition of the vital role that ports will play in achieving carbon reduction through wind energy and a sign that the EU is committed to supporting the development of ORE port infrastructure. Successful eligible TEN-T applicants can obtain grant funding of up to 50% of eligible costs for studies and up to 30% of infrastructure works costs.*	The policy statement identifies the funding opportunities for Irish TEN-T ports, such as Rosslare, under the Connecting Europe Funding Facility (CEF). Ports that successfully apply for TEN-T funding can obtain grant funding of up to 50% of eligible costs for studies and up to 30% of infrastructure works costs towards ORE port infrastructure. This facility is now closed to further funding rounds. The ORE Hub was granted funding for planning stage activities under CEF (granted in 2023).

2.4.4 OTHER NATIONAL POLICY

2.4.4.1 NATIONAL BIODIVERSITY ACTION PLAN 2023-2030

Ireland's 4th National Biodiversity Action Plan (NBAP), published in January 2024 (Irish Government, 2024e, sets the national biodiversity agenda for the period 2023 to 2030. It implements actions within the framework of five strategic objectives:

- Objective 1 - Adopt a Whole of Government, Whole of Society Approach to Biodiversity
- Objective 2 - Meet Urgent Conservation and Restoration Needs
- Objective 3 - Secure Nature's Contribution to People
- Objective 4 - Enhance the Evidence Base for Action on Biodiversity
- Objective 5 - Strengthen Ireland's Contribution to International Biodiversity Initiatives

Section 5 of Wildlife (Amendment) Act 2023, which inserted section 59B into the Wildlife (Amendment) Act 2000, provides that public authorities are required to have regard to the NBAP and/or other relevant strategies and plan relating to biodiversity. The sections of the NBAP which are of the most relevance to the Proposed Development are summarised in Table 2.17.

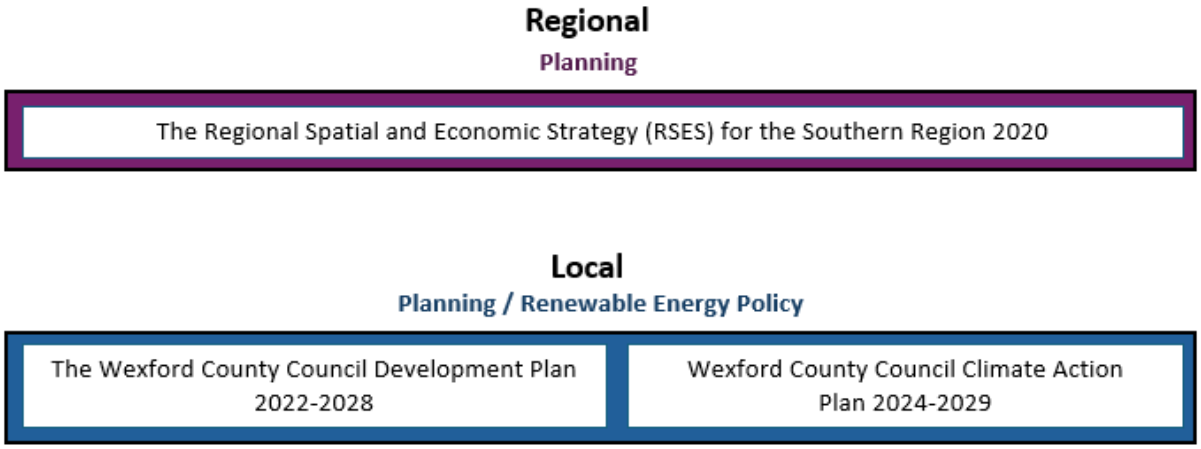
Table 2.17: Summary of relevant sections of the National Biodiversity Action Plan

Section	Policy Text	Relevance to the Proposed Development
Outcome 2D - Action Number 2D10 *(page 82)*	*DHLGH will adopt and complete the integration of Ireland's marine environmental targets established under the MSFD, and WFD Status Objectives, into the planning, consenting and operational systems for human activities in Ireland's maritime area, thereby ensuring the sustainable use of resources and the conservation of marine biodiversity and ecosystem services.*	The ORE Hub has integrated the marine environmental targets established under the WFD and, where relevant, the MSFD into its development to guarantee the sustainable use of marine resources and conservation of marine biodiversity. Compliance with the WFD is detailed in the WFD Compliance Assessment which is submitted with the application. Compliance with the MSFD is considered in relevant topic specific chapters, namely Chapter 7: Soils, Geology, Hydrogeology and Contamination, Chapter 8: Coastal Processes, Chapter 9: Water Quality and Flood Risk, Chapter 11: Benthic Ecology, Chapter 12: Fish Ecology, Chapter 13: Marine Mammals, Chapter 14: Ornithology and Chapter 15: Commercial Fisheries and Aquaculture.
Outcome 2D - Action Number 2D11 *(page 83)*	*DHLGH* [Department of Housing, Local Government and Heritage] *will enact and implement comprehensive legislation enabling the designation and management of Marine Protected Areas (MPAs) and the expansion of Ireland's network of area-based conservation measures*	While legislation enabling the designation and management of Marine Protected Areas (MPAs) and the expansion of Ireland's network of area-based conservation measures in the coastal and marine environment has not been enacted at the time of writing, the ORE Hub has considered all existing and candidate

Section	Policy Text	Relevance to the Proposed Development
	in the coastal and marine environment. […] Number and spatial coverage of designated MPAs within Ireland's maritime area, reaching ≥10% MPA coverage as soon as practicable, and 30% by 2030;	marine based Special Areas of Conservation and marine based Special Protection Areas in its development, including the Seas off Wexford candidate Special Protection Area, the proposed boundary of which partially overlaps with the Proposed Development Area, in this EIAR (see Chapter 14: Ornithology, and Appropriate Assessment reporting which is submitted with the application).

2.5 Relevant Regional and Local Policy

There are several policies at regional and local level which are of relevance to the Proposed Development. These are the policies as contained in the Regional Spatial and Economic Strategy (RSES) for the Southern Region and two local policy documents – the Wexford County Council Development Plan 2022 – 2028, and the Wexford Council Climate Action Plan 2024-2029.



The sections of each of these plans most relevant to the Proposed Development are now described.

2.5.1 Regional Spatial and Economic Strategy for the Southern Region

The Regional Spatial and Economic Strategy (RSES) for the Southern Region (Southern Regional Assembly, 2020) came into effect on 31st January 2020. The RSES outlines a strategic plan and investment framework for developing and improving the region to 2032 and beyond. The RSES aims to support the delivery of the programme for change set out in Project Ireland 2040. The RSES provides strategies which look to achieve the common goal of shaping the future development of the Southern Region. They regional strategy is based on the National Strategic Outcomes set out in the National Planning Framework with a regional focus and are accompanied by a set of Regional Policy Objectives (RPO) that aim to guide decision making for land use, economic development and overall planning within the region.

Highlighted within the Southern Region RSES is the ambition to enhance the infrastructure from North to South and East Coast to West Coast, connecting to the Atlantic Economic Corridor and developing an extended Eastern Corridor to Rosslare Europort. This is shown in Table 2.18.

Table 2.18: Summary of relevant sections of the RSES for the Southern Region

Section	Policy Text	Relevance to the Proposed Development
National Strategic Outcome No. 6 *(page 27)*	*High-Quality International Connectivity: Optimising our international connectivity through investment and increased capacity in our ports and airports and provision of high-quality digital connectivity throughout the Region.*	The primary purpose of the ORE Hub is to provide a facility for the efficient handling and storage, marshalling, staging and integration of ORE components to facilitate installation of offshore wind energy projects However, development of the ORE Hub will contribute to increased capacity in ports throughout the Region by providing a multiuse facility that may be utilised for traditional port activities during periods when the facility is not fully utilised for ORE operations, for example between ORE projects or due to ORE project delays.
National Strategic Outcome No. 8 *(page 27)*	*Transition to a Low Carbon, Climate Resilient and Sustainable Society: Safeguarding and enhancing our environment through sustainable development, prioritising action on climate change across the Region, driving the transition to a low carbon and climate resilient society.*	Development of the ORE Hub will facilitate action on climate change across the Region by facilitating the deployment of offshore wind at scale in the Irish Sea and Celtic Sea, driving the transition to a low carbon and climate resilient society.

Section	Policy Text	Relevance to the Proposed Development
Climate action and transition to a low carbon economy RPO 95 *(page 136)*	*It is an objective to support implementation of the National Renewable Energy Action Plan (NREAP), and the Offshore Renewable Energy Plan and the implementation of mitigation measures outlined in their respective SEA and AA and leverage the Region as a leader and innovator in sustainable renewable energy generation.*	Development of the ORE Hub will deliver enabling infrastructure to support implementation of the National Renewable Energy Action Plan (NREAP), and the Offshore Renewable Energy Plan. In addition, the ORE Hub has the potential to act as catalyst for ORE associated industries such as logistics, planning, environmental and engineering and research services which could establish the Region as a leader and innovator in sustainable renewable energy generation.

2.5.2 WEXFORD COUNTY DEVELOPMENT PLAN 2022-2028

The Wexford County Development Plan 2022-2028 (Wexford County Council, 2022) was adopted by the Elected Members of Wexford County Council at the Special Meeting of the Council held on Monday, 13th June 2022. The Plan sets out the policies and objectives for the development of County Wexford until 2028.

The Wexford County Development Plan includes plans and objectives across a range of areas, including energy strategy, settlement plans (including for Rosslare Europort), environmental management, landscape character assessments and more. The plans and objectives most relevant to the Proposed Development are summarised in Table 2.19.

Table 2.19: Summary of relevant sections of the Wexford County Council Development Plan

Section	Policy Text	Relevance to Proposed Development
Rosslare Harbour and Kilrane (RHK) Settlement Plan (vol 3) *(page 77)*	*To create and sustain a vibrant settlement with a strong sense of place, an attractive public realm, a mix of uses and a high-quality residential environment while maximising to the fullest potential the role of Rosslare Europort as a strategic national port to develop both port-related and other economic development and employment in the settlement and the county.*	Development of the ORE Hub will maximise the role of Rosslare Europort as a strategic national port and facilitate both port-related and other economic development and employment in the country. The Proposed Development has the potential to act as catalyst for ORE associated industries such as logistics, planning, environmental and engineering and research services which could provide additional job creation, benefiting the local area and wider south-east region economically. The development of the new Small Boat Harbour will provide an improved facility for the existing users of the current small boat harbour and a new facility for the local sea scouts.

Section	Policy Text	Relevance to Proposed Development
Objective RHK48 (vol 3) *(page 108)*	*To support the sustainable growth and development of the maritime area and the maritime economy in accordance with relevant objectives in Volume 1 Written Statement, in particular, Chapter 6 Economic Development Strategy, Chapter 7 Tourism Development, Chapter 8 Transportation Strategy and Chapter 12 Coastal Zone Management and Marine Spatial Planning and Volume 10 Energy Strategy and subject to compliance with the Habitats Directive and the proper planning and sustainable development of the area.*	The Proposed Development is being undertaken in accordance with the Wexford County Development Plan and in compliance with the Habitats Directive and the proper planning and sustainable development processes relevant to the project.
Objective RHK49 (vol 3) *(page 108)*	*To support proposals that will result in an increase in marine related employment subject to compliance with the Habitats directive and normal planning and environmental criteria.*	The Proposed Development will increase the marine related employment in the area during both its construction and operational phases. Development of the ORE Hub will be in compliance with the Habitats Directive and appropriate planning and environmental criteria relevant to the project.
Objective RHK50 (vol 3) *(page 108)*	*To support the development of appropriate land-based infrastructure which would facilitate marine activity, including proposals for appropriate infrastructure that would facilitate the diversification or regeneration of marine industries and subject to compliance with the Habitats Directive and normal planning and environmental criteria.*	The Proposed Development aligns with this objective as the project will diversify the marine industries in the area to include a facility for handling and storage, marshalling, staging and integration of ORE components to facilitate installation of offshore wind energy projects. Development of the ORE Hub is being undertaken in accordance with the Wexford County Development Plan and in compliance with the Habitats Directive and the proper planning and sustainable development processes relevant to the project.
Energy Strategy (ES) (vol 10) *(page 100)*	*There is potential at Rosslare Europort to develop a centre to support the renewable energy industry with potential for wind, wave, tidal and electric vehicles development. The aim is to develop the port as a centre of excellence in wind energy, supporting the growth of offshore wind energy through providing support services such as*	The Proposed Development is directly aligned with this strategy and will facilitate installation of offshore wind energy projects.

Section	Policy Text	Relevance to Proposed Development
	manufacturing, construction, assembly and maintenance facilities	
Objective ES24 (vol 10) *(page 100)*	*To support the development of offshore renewable energy in accordance with the Offshore Renewable Energy Development Plan (Department of Communications, Energy and Natural Resources, 2014), the Climate Action Plan 2019 and any Maritime Spatial Plan that is adopted for Ireland.*	The Proposed Development is aligned with this objective and will support the achievement of objectives in the plans referenced by facilitating the deployment of offshore wind at scale in the Irish Sea and Celtic Sea. The relevant plans, policies and objectives are discussed in this chapter.
Objective ES25 (vol 10) *(page 100)*	*To actively explore and pursue opportunities to service the marine renewable energy sector at existing ports, to facilitate the growth of new ports, supporting infrastructure and associated development, subject to normal planning and environmental criteria.*	The Proposed Development is directly aligned with this objective and will provide new port facilities specifically designed to service the requirements of the marine renewable energy sector. Development of the ORE Hub is being undertaken in accordance with normal environmental and planning criteria.
Objective ES26 (vol 10) *(page 100)*	*To facilitate the expansion of ports and provision of additional quayside harbour working areas to further enhance their attractiveness to marine renewable industry developers.*	The Proposed Development is directly aligned with this objective and will provide new port facilities specifically designed to service the requirements of ORE developers.
Objective ES36 (vol 10) *(page 106)*	*To facilitate the development of port infrastructure to serve marine renewable developments, subject to normal environmental and planning criteria, the Habitats and Water Framework Directives.*	The Proposed Development is directly aligned with this objective and will provide new port facilities specifically designed to the requirements of ORE including quay length, sufficient draft at berth and approach channels and sufficient load bearing capacity quayside and within storage/assembly areas. Development of the ORE Hub is being undertaken in accordance with normal environmental and planning criteria and in compliance with the Habitats and Water Framework Directives.

2.5.3 WEXFORD COUNTY COUNCIL CLIMATE ACTION PLAN 2024-2029

The Wexford County Council Climate Action Plan 2024 – 2029 (Wexford County Council, 2024) sets out how Wexford County Council will be responsible for enhancing climate resilience, increasing energy efficiency, and reducing GHG emissions, across its own assets, services, and infrastructure, to which it is fully accountable for, whilst also demonstrating a broader role of inspiring, leading and

facilitating, other sectors, to meet their own climate targets and ambitions. The sections of this plan that are especially relevant to the Proposed Development are presented in Table 2.20.

Table 2.20: Summary of relevant sections of the 2024 Wexford County Council Climate Action Plan

Section	Policy Text	Relevance to the Proposed Development
Regional and Local Context *(page 28)*	*Rosslare Europort is a Tier 2 port, and is a strategic national, regional and county asset. The role of the port is to facilitate both commercial and passenger traffic. It handles 20% of all Irish vessel traffic and is Ireland's 2nd largest passenger port. The port operates 56 UK sailings, and 30 or more to the continent per week. The offshore wind industry offers strong commercial possibilities for the port and county in general. It will also provide much needed infrastructure to enable Ireland to reach its renewable energy targets into the future.*	The WCC Climate Action Plan recognises the significance of Rosslare Europort for its existing role, and potential for the offshore wind industry through development of the ORE Hub to facilitate the deployment of offshore wind in the Irish Sea and Celtic Sea.
Built Environment and Transport Action BET19 *(page 77)*	*Engage with Rosslare Europort stakeholders to progress the development of Rosslare as a renewable energy hub having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites, local air quality and cultural heritage.*	The Proposed Development is directly aligned with this objective. Iarnród Eireann as the project developer has engaged directly with WCC, elected representatives and other stakeholders as part of the consultation process for the Proposed Development. See Chapter 4 Scoping and Consultation.

2.6 LEGISLATION AND GUIDANCE

Each chapter of this EIAR has been addressed in accordance with the relevant topic-specific legislation and guidance. Guidance documents specific to the consideration of topics from jurisdictions with established offshore renewable energy sectors, where significant monitoring data is available, have been utilised as appropriate, along with EC guidance where appropriate. Topic specific legislation and guidance used is detailed under environmental topic chapter of this EIAR is identified in Table 2.21 and Table 2.22.

Table 2.21: Summary of relevant legislation

Legislation	Title
International Legislation	Convention on EIA in a Transboundary Context (the Espoo Convention). United Nations, Finland 1991.
	The Convention on Wetlands of International Importance especially as Waterfowl Habitat (the Ramsar Convention). Iran, 1971.
	OSPAR Convention - Oslo and Paris Convention for the Protection of the Marine Environment of the North-East Atlantic. (1992)
	International Convention for the Prevention of Pollution from Ships (MARPOL). IMO. (1983)
	The Bern Convention on the Conservation of European Wildlife and Natural Habitats. Council of Europe. (1979).
	European Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment, as amended by EIA Directive 2014/52/EU.
	Convention on Biological Diversity (CBD), Earth Summit, Rio de Janeiro (1992)
	Kunming-Montreal Global Biodiversity Framework (the Framework), 15th meeting of the Conference of the Parties to the CBD (2022)
	Convention on the Conservation of Migratory Species and Wild Animals, the Bonn Convention (1979)
	2030 Agenda for Sustainable Development. United Nations, New York (2015)
European Legislation	European Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (the Water Framework Directive).
	European Directive 2008/56/EC of the European Parliament and of the Council of 17 June 2008 establishing a framework for community action in the field of marine environmental policy (the Marine Strategy Framework Directive).
	European Directive 2009/147/EC of The European Parliament and of The Council of 30 November 2009 on the conservation of wild birds (the Birds Directive).
	Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive).

Legislation	Title
	European Directive 91/271/EEC concerning urban waste-water treatment (the Urban Waste Water Directive).
	European Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment (the Strategic Environmental Assessment Directive).
	Trans European Network – Transport (TEN-T), based on Regulation (EU) 2024/1679
	European Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment, as amended by EIA Directive 2014/52/EU.
National Legislation	European Communities (Birds and Natural Habitats) Regulations 2011, S.I. No. 477/2011.
	European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, S.I. No. 296/2018.
	Planning and Development Regulations 2001, as amended.
	Planning and Development Act 2000, as amended
	Maritime Area Planning Act 2021, as amended (MAP)
	The Climate Action and Low Carbon Development Act 2015, as amended
	The European Communities (Marine Strategy Framework) Regulations 2011 (SI 249 of 2011), as amended.
	Wildlife Acts 1976-2023

Table 2.22: Summary of relevant guidance

Guidelines	Title
International Guidelines	Guidelines For Ecological Impact Assessment in The UK And Ireland - Terrestrial, Freshwater, Coastal and Marine. Chartered Institute of Ecology and Environmental Management (2018).
	Guidelines for Environmental Impact Assessment. Institute of Environmental Management and Assessment (IEMA). 2004.
European Guidelines	Environmental Impact Assessment of Projects. Guidance on Scoping (Directive 2011/92/EU as amended by 2014/52/EU). European Commission, 2017.
	Environmental Impact Assessment of Projects. Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU). European Commission, 2017.
	Guidance on Integrating Climate Change and Biodiversity into Environmental Impact Assessment. European Commission (2013).
	Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions. European Commission (1999).

Guidelines	Title
National Guidelines	Circular PL 05/2018 – Transposition into Planning Law of Directive 2014/52/EU amending Directive 2011/92/EU on the effects of certain public and private projects on the environment (the EIA Directive) and Revised Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment. Department of Housing, Planning and Local Government (2018)
	Circular PL 1/2017 – Implementation of Directive 2014/52/EU on the effects of certain public and private projects on the environment (EIA Directive): Advice on the Administrative Provisions in Advance of Transposition. Department of Housing, Planning, Community and Local Government (2017)
	Guidance on Marine Baseline Ecological Assessments & Monitoring Activities for Offshore Renewable Energy Projects Part 1 & Part 2. Department of Communications, Climate Action and Environment (2018)
	Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment. Department of Housing, Planning and Local Government (2018)
	Guidelines on the information to be contained in Environmental Impact Assessment Reports (EIAR). Environmental Protection Agency (2022)
	Key Issues Consultation Paper on the Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems. Department of Housing, Planning, Community and Local Government (2017)
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