

Marina Quarter Ltd

Marine Environmental Surveys for Haggardstown and Marshes Upper Large- scale Residential Development

Attachment 4.9 Consistency of the proposed Maritime Usage
with achieving the National Climate Objective, as defined in the
Climate Action and Low Carbon Development Act of 2015, as
amended

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Table of Contents

1. Introduction	1
2. Consistency of the Proposed Maritime Usage with the objectives of the NCO	1

List of Abbreviations

Abbreviation	Definition
DDV	Drop-Down Video
GHG	Greenhouse Gas
MUL	Maritime Usage Licence
NCO	National Climate Objective
ROV	Remotely Operated Vehicle

1. Introduction

The Climate Action and Low Carbon Development Act 2015, as amended by the 2021 Act, establishes the National Climate Objective (NCO): *to pursue and achieve by no later than 2050 a climate-resilient, biodiversity-rich, environmentally sustainable and climate-neutral economy*. It sets a national goal of a 51% reduction in greenhouse gas emissions by 2030 and net zero by 2050. To support this, local authorities and public bodies must prepare Climate Action Plans and long-term strategies, and ensure their decisions align with these objectives.

2. Consistency of the Proposed Maritime Usage with the objectives of the NCO

The marine environmental surveys proposed in Castletown Estuary and Inner Dundalk Bay (as outlined in Attachment 3.1 Description of the Proposed Maritime Usage) is consistent with achieving the National Climate Objective.

The proposed surveys are proportionate, temporary and local in scale. The activities will be limited to short-duration vessel-based and intertidal survey work, including DDV and/or ROV survey, targeted benthic grab sampling, sediment sampling, intertidal habitat mapping and quantitative sampling. Minimal greenhouse gas emissions will be used during the surveys, mainly from fuel emissions of a small RIB.

The survey methodology has been designed to minimise unnecessary disturbance and associated emissions. The use of DDV and/or non-contact ROV survey as an initial habitat characterisation method will allow seabed conditions and sensitive ecological features to be assessed before any intrusive grab sampling is undertaken. Grab sampling will be limited to targeted locations where seabed conditions are suitable. This approach avoids unnecessary or poorly targeted investigations and ensures that vessel use and sampling effort are kept to the minimum necessary to obtain robust baseline data.

The proposed Maritime Usage will also support the biodiversity-rich, environmentally sustainable and climate-resilient elements of the National Climate Objective by improving the evidence base for environmental assessment and sustainable marine planning. The surveys will provide baseline information on intertidal and subtidal habitats, benthic communities, sediment conditions and sensitive ecological features within Dundalk Bay.

The proposed surveys will generate only minor, short-term greenhouse gas emissions associated with vessel mobilisation, vessel operation and field survey activity. These emissions will be temporary and limited to the

duration of the survey programme. The proposed Maritime Usage does not include any long-term operational emissions source and will not give rise to ongoing energy demand following completion of the surveys.

On this basis, the proposed Maritime Usage is temporary, low-impact and proportionate, and will not compromise the achievement of the National Climate Objective. It is consistent with the transition to a climate-resilient, biodiversity-rich, environmentally sustainable and climate-neutral economy.