

Eastern & Midland Regional Assembly

Appendices

Regional Spatial and Economic Strategy



Tionscadal Éireann
Project Ireland
2040



Tionól Reigiúnach Oirthir agus Lár-Tíre
Eastern and Midland Regional Assembly

Appendix A

Asset Based Criteria and Settlement Profiles

Asset Based Settlement Criteria

An asset-based approach to spatial development identifies and builds on a combination of the social, economic and natural assets and potential that is available within a settlement, in order to determine an overall Growth Strategy and Settlement Hierarchy. This holistic approach, recognises the step change required to ensure that growth is sustainable in the long term, and to ensure that settlements identified for significant population and/or employment growth are supported by the requisite investment in infrastructure and provision of employment, amenities and services.

Central to this is the development of an evidence-led 'asset base', which can be used to identify settlements which have the greatest capacity and potential for growth, while ensuring that the future growth is sustainably managed within the capacity of those settlements. The asset base was informed by the preparation of regional profiles and spatial analysis¹ and supplemented by settlement profile information provided by the 12 local authorities in the Region which set out current and planned capacity to deliver sustainable compact growth in a number of identified settlements.

The asset base compiles information across 25 different indicators which considers not just historic population growth, but a wider number of relevant factors to build a holistic profile of key settlements, in terms of their scale and functions, human capital and placemaking assets, enterprise eco-system, connectivity and environmental and infrastructure capacity. This informed the Settlement Hierarchy set out in Chapter 4 and the development of policy and objectives for Key Towns in the Region

The following are a list of key criteria that were considered in the development of the Asset Base (summarised in Table 3.1 of the RSES);

Scale; The NPF identified a number of centres of scale, which have the potential to meet the critical mass to drive regional growth – these include the Regional Growth Centres of Athlone, Drogheda and Dundalk. In determining a lower tier of Key Towns, as part of the Settlement Strategy for the Region, the scale of a settlement's population, growth rates and local ambition for sustainable compact growth including availability of serviced lands, was a key consideration. A critical mass in population is also identified as a key driver of economic growth, with the availability of development capacity including serviced sites, property solutions and quality infrastructure.

Function; A settlement profile is needed to determine a distinction between the different role's settlements play in the Region, not just based on the population size. For example, the contrast between a commuting town which would be predominantly monofunctional and those that have a wide range of functions and therefore the potential to act as regional drivers. The mapping of the Functional Urban Areas or FUAs is a useful spatial analysis tool in determining the commuting catchment² and degree of sprawl for a particular settlement. Looking at the scale of employment provision and commuting flows will inform its characterisation as commuter focused or as more self-sustainable, along with particular sub-regional interdependencies. Strong rural-urban interdependencies are a feature of the Region, with positive correlations between rural economic performance and regional accessibility.

¹ www.emra.ie/maps

² As set out in the National Planning Framework, the FUA is defined by the standardised EU/OECD as those Electoral Districts from which at least 15% of the relevant city area workforce is drawn.

Human capital; The extent of local services provision i.e. administration, education- particularly third level, health, retail and amenities will determine the attractiveness of a settlement to attract and retain a critical mass of population. The availability of a skilled labour force and the level of education and skills will inform the demands for housing, transport and employment and the capacity of the Region to attract high quality employers. The young demographic profile of the Region will lead to pressure for third level education places to ensure the right skills for the labour market and jobs that sustain good living standards. There remain challenges across the Region in terms of regional disparities in levels of education and relative affluence or deprivation.

Placemaking; The ability to attract and retain talent is one of the key factors in building local sustainable competitive advantages for investment. Quality of life factors and placemaking are increasingly recognised as key to developing attractive places in which to invest, live, study, visit and work including access to amenities, facilities, arts, culture and heritage. This is linked to 'Functionality' in terms of provision of suitable sites and property solutions to meet enterprise and labour force expectations. There has been some decline in sense of place in parts of the Region with the emergence of issues such as suburban sprawl, rural decline and hollowing of older inner city and town areas.

Enterprise Ecosystem; Ireland is a highly open market economy that relies on enterprise development - that is the formation of new business, known as start-ups and the growth of existing business known as scale-ups. A diverse local sectoral mix is a strong determinant for entrepreneurship, and therefore economic growth. Growth of an enterprise is positively affected by the size of employment in the same sector, for example, employment growth in high-tech SMEs has been found to be much faster in clusters, but that the spatial scale over which the clustering benefit operates differs across sectors. Enterprise development requires a co-ordinated and structured approach towards inward investment to develop 'insidership', the capacity to identify, access and benefit from co-location advantages leading to 'demonstration effects' and further attractiveness.

Connectivity; Transport infrastructure influences people by determining the places in which they both live and work. Dispersed settlement patterns present challenges in relation to service provision, accessibility and rural isolation while compact settlements are more efficient in terms of provision of public transport, greenways and cycleways, which can enhance areas, contributing to liveable places. Places that are typified by poor connectivity and lower residential and employment densities are characterised by lower rates of walking and cycling and a significantly higher rate of private car travel than their denser counterparts. High quality international connectivity (ports and airports) is also critical to support enterprise and economic development. In addition to hard infrastructure, soft connections are also key - regionally, nationally and internationally through business, people and the research system.

Environment / Natural Capital; The location of the urban centre and the physical geography of its hinterland has an impact on the potential growth of a settlement. For example, growth may be limited by the coastline or constrained by a river or mountain range. At the same time, environmental sensitives can be viewed as key assets such as in the development of activity-based tourism and leisure opportunities. The incorporation of open space and green infrastructure into settlements is proven to contribute to improved physical and mental wellbeing and in enhancing place attractiveness. The presence of green spaces also has a role to play in reducing air pollution, mitigating floods, protecting wildlife, addressing the effects of climate change and improving building energy performance.

The assessment of the environmental capacity of settlements in the region to absorb growth was informed by the evidence base in the Strategic Environmental Assessment, Strategic Flood Risk Assessment and Appropriate Assessment process, see Fig 2 for further information.

Infrastructure; High-quality infrastructure is an important element of a modern society and economy, it provides essential functions and services that support societal, economic and environmental systems at local, national and European levels. It strengthens economic growth through enhancing efficiency, productivity and competitiveness, it creates sustainable and attractive places. Enterprise capacity is determined by a number of factors including connectivity with broadband infrastructure and access to quality transport, housing, energy waste and water infrastructure.

Developing Settlement Profiles - Data and Indicators

As part of our commitment to evidence-based policy making and evaluation, EMRA will make the regional baseline data available as a shared evidence base for the region and encourages other public bodies and Local Authorities to use this data, particularly to inform the preparation and implementation of Development Plans (CDPs), Local Area Plans (LAPs) and Local Economic and Community Plans.

The following 25 data and indicators were compiled to inform a holistic asset/potential based profile of designated settlements in the region:

Data Indicator	Description	Rationale
SCALE – Centres of scale which have the critical mass to drive growth		
Population (CSO 2016)	Population resident within CSO defined settlement boundary	Settlements with critical mass of population to drive regional development
% 10 year Growth rate (CSO 2006, 2016)	% Growth rate between 2006-2016 (EMRA average growth rates of 15%)	Growth rate will determine capacity for future growth. Towns that have experienced high growth rates may require additional investment in services, infrastructure and employment
NPF designation	Settlements designated for growth in the NPF include Dublin Metro and Regional Growth Centres	Selected settlements reflect NPF designations (Metro, Regional Growth Centres) plus a limited additional number of Key Towns
Large town (as defined by NPF)	Large towns defined by the NPF as >10,000 population and /or >2,500 jobs	All designated towns are eligible for URDF funding as 'large towns'
FUNCTION – Functional role and level of employment provision		
Functional Urban Area (NTA)	The total population within the 'Functional Urban Area' (FUA) or 'hinterland' of a settlement, based on EDs with at least 15% of the workforce within the principle urban core area (defined by the NTA methodology and derived from OECD definition). This is supplemented by AIRO mapping of FUAs for Dublin and large towns.	The mapping of FUAs is useful in determining the commuter catchment or spread of the influence of that settlement. The size of the FUA, relative to the core, gives clear indications of the influence of urban centres over their surrounding hinterlands.
Commuter trips to Dublin (NTA Urban Core)	Analysis carried out by the NTA, identified trips to Dublin dependencies from all urban cores within the urban hinterlands	Looking at commuter data between urban cores identifies how dependant urban cores are on each other and how

	of Dublin (journey to work only) with at least 15% of their at-work population commuting to the Dublin urban core.	they correlate to create a polycentric metropolitan area.
Geographic Hierarchy (related to Dublin FUA)	Dublin City and Suburbs is defined by the CSO as the continuous built up urban area. The definition of the urban hinterlands of Dublin or 'Core Region' are based on EDs with at least 15% of the workforce working in the Dublin Metropolitan Area (DMA), an established policy boundary defined by the NTA and RPGs. The Gateway Region is any areas not within the Dublin Metropolitan Area or Core Region	The location of a settlement within or outside the Dublin hinterland will inform its characterisation as a commuter focussed or more self-sustaining settlement.
Retail Hierarchy (RSES)	Retail hierarchy based on the Retail Strategy for the GDA 2008 combined with the existing retail hierarchy in the wider region, and substantially reflected in current City and County Development Plans. Designated towns. It is recognised that the current Retail Strategy will need to be updated.	Designated settlements provide a good retail mix as reflected in their Level 1 Metropolitan and Level 2 Major Town and County Town Centres status in the Retail hierarchy
Local Jobs (CSO,2016)	Employment numbers within the CSO settlement boundary (Note: NTA define urban cores in a different way to also include large employers beyond the CSO boundary)	Settlements with a critical mass of employment to drive regional development
Jobs v resident workers (CSO, 2016)	The number of jobs located in a settlement compared to the number of resident workers indicates the economic function of that settlement. The regional average ratio is 0.63, standard deviation is 1 SD above (1.01), 2 SD above (1.39). Note: a ratio of 0.7 + indicates a strong economic function).	Designated settlements provide strong economic function for their residents and for their hinterlands. Some settlements, particularly commuter towns, may require investment in local employment to further improve their jobs ratio
HUMAN CAPITAL – Education, talent and skills attraction		
Higher Education Institutions (HEA)	Higher Education Institutes (HEIs) including Universities, Institutes of Technology and other publicly funded colleges	Economic growth is underpinned by access to skills and talent, and linked to the proximity of Higher Education Institutes
Education attainment (CSO 2016)	Educational attainment levels of those population >15 years who have completed their education across the region. EMRA educational attainment averages include; no formal/ primary (11%); tech/ apprentice/ cert (14%); 3rd level (37%)	The progressive improvement in education attainment supports increased access to socio economic opportunity
HEALTHY PLACEMAKING – High quality public spaces and enhanced quality of life		
Healthcare (HSE)	Highest level healthcare provision including Primary Care Health Centre and HSE Hospital	Access to healthcare services to support good quality of life
Pobal HP Deprivation Index (Relative Score, ED)	The Deprivation Index is based on three dimensions of affluence/disadvantage; demographic profile, social class composition and labour market situation and provides two statistical outputs; the Absolute Index (useful for comparing over	The Pobal HP Deprivation Index is the main measurement of affluence and disadvantage in Ireland. Areas with a relatively low score may require investment to improve access to social

(Trutz Haase, 2016)	time) and the Relative Index Scores (providing a snapshot at a particular time).	and economic opportunity and improve quality of life.
URDF Funding (DHPLG)	Urban Regeneration and Development Fund (URDF) - Successful applications in first Call for Proposals. Includes Category A (ready to go) and Category B (require further development) proposals in 2019.	Leveraging of URDF funding to drive growth and improved quality of life in designated towns.
ENTERPRISE ECOSYSTEM – Economic assets and enterprise clusters		
Economic Assets (IDA, EI)	Higher Education Centres, Business Incubation and Innovation Centres, Technology Gateways and Research Centres, IDA Business parks and Strategic sites	The location of strategic employment development and enterprise investment are influenced by the location of economic assets upon which to build
CONNECTIVITY – Transport capacity, accessibility and trip profiles		
Public transport (NTA)	Proximity to high quality public transport, both existing and planned (Bus, Train, DART and LUAS). Rail Stations noted.	Access to transport infrastructure influences the location of housing and employment growth, with compact settlements more efficient in terms of maximising returns on transport investment
Internal trip rates (NTA)	% of all trips that are internal within a particular settlement, i.e. non-commuting. Average EMRA rate of internal trips is 23%. Standard deviation; SD1 above (39%), SD 2 above (55%)	A higher level of internal trips indicates a high level of self-sufficiency for a particular settlement
Mode Share (NTA, POWSCAR)	% Mode share of work and education trips (Origin) by Active Travel (walk, cycle), Public Transport (Bus, train, DART, LUAS), Car (driver, passenger). EMRA averages; active travel (21%), PT (14%), Car (56%).	Measurement and monitoring of the mode share split will indicate progress on achieving a shift away from private car useage to more sustainable modes of transport
NATURAL CAPITAL – Environmental capacity, sensitivities and assets (Strategic Environmental Assessment)		
Sensitive sites and assets (RPS - SEA)	Environmentally designated sites (NHA,pNHA, SPA, SAC), Listed Habitats and other sensitive/heritage sites and assets	Integration of SEA/SFRA/AA supporting the development of Green Infratructure networks and eco-system services approach
Resource management (RPS - SEA)	Waste, energy and extractive industries and pollution control licences	Indicates significant resource potential of renewable energy, circular economy and the bio economy.
Water Quality (WFD/UWWTD) (RPS - SEA)	Compliance with Water Framework (WFD) and Urban Waste Water Treatment Directives. Water Bodies Status and Risk (WFD), Compliance with UWWTD and Discharge Licences	Indicates degree of water capacity and compliance with WFD /UWWT Directives.
Flood Risk (RPS -RFRA)	Flood Risk Summary of key Towns from SEA Environmental Report. Includes Flood Zones, constraints and measures identified in the FRMP along with assessment of climate change and adaption measures	Future development and flood risk assessment swill need to consider and address flood risk at settlement level.
INFRASTRUCTURE – Enabling infrastructure to drive regional growth		
Wastewater treatment (IW)	Irish Water register of WWT plant capacity now or by 2021, includes Population Equivalent (PE), Headroom and (where	Indicates degree of waste water infrastructure capacity to support designated growth.

	relevant) Project status and Completion year	
LIHAF funding (DHPLG)	Local Infrastructure Housing Activation Fund (LIHAF) projects granted funding 2017	Funding of enabling infrastructure to support designated growth

Fig 1 EMRA RSES 'ASSET BASE' Working Document - Control Sheet

Domain	Data Indicator	Source	Description	Criteria / Rationale
SCALE	Population	CSO 2016	Population resident within CSO defined settlement boundary	Settlements with critical mass of population to drive regional development
SCALE	10 year Growth rate	CSO 2006, 2016	Growth rate between 2006-2016, and compared to EMRA average growth rates of 15% over the same period. A number of towns have experienced more than double average growth rates >30%.	Growth rate will determine capacity for future growth. Towns that have experienced high growth rates may require additional investment in services, infrastructure and employment
SCALE	NPF designation	NPF	Settlements designated for growth in the NPF include Dublin Metro and Regional Growth Centres	Selected settlements reflect NPF designations (Metro, Regional Growth Centres) plus a limited additional number of Key Towns
SCALE	Large town	NPF	Large towns defined by the NPF as >10,000 population and /or >2,500 jobs	All designated towns are eligible for URDF funding as 'large towns'
FUNCTION	Functional Urban Area (FUA)	NTA	The total population within the 'Functional Urban Area' (FUA) or 'hinterland' of a settlement, based on EDs with at least 15% of the workforce within the principle urban core area (defined by the NTA methodology and derived from OECD definition). This is supplemented by AIRO mapping of FUAs for Dublin and large towns.	The mapping of FUAs is useful in determining the commuter catchment or spread of the influence of that settlement. The size of the FUA, relative to the core, gives clear indications of the influence of urban centres over their surrounding hinterlands.
FUNCTION	Commuter trips to Dublin (NTA Urban Core)	NTA	Analysis carried out by the NTA, identified trips to Dublin dependencies from all urban cores within the urban hinterlands of Dublin (journey to work only) with at least 15% of their at-work population commuting to the Dublin urban core.	Looking at commuter data between urban cores identifies how dependant urban cores are on each other and how they correlate to create a polycentric metropolitan area.
FUNCTION	Geographic Hierarchy (related to Dublin FUA)	CSO, RPG	Dublin City and Suburbs is defined by the CSO as the continuous built up urban area. The definition of the urban hinterlands of Dublin or 'Core Region' are based on EDs with at least 15% of the workforce working in the Dublin Metropolitan Area (DMA), an established policy boundary defined by the NTA and RPGs. The Gateway Region is any areas not within the Dublin Metro or Hinterland/Core	The location of a settlement within or outside the Dublin hinterland will inform its characterisation as a commuter focussed or more self-sustaining settlement.
FUNCTION	Retail Hierarchy	EMRA, RPG, CDPs	Retail hierarchy based on the Retail Strategy for the GDA 2008 combined with the existing retail hierarchy in the wider region, and substantially reflected in current City and County Development Plans. Designated towns. It is recognised that the current Retail Strategy will need to be updated.	Designated settlements provide a good retail mix as reflected in their Level 1 Metropolitan and Level 2 Major Town and County Town Centres status in the Retail hierarchy
FUNCTION	Local Jobs (CSO,2016)	CSO 2016	Employment numbers within the CSO settlement boundary (Note: NTA define urban cores in a different way to also include large employers beyond the CSO boundary)	Settlements with a critical mass of employment to drive regional development
FUNCTION	Jobs v resident workers (CSO, 2016)	CSO 2016	The number of jobs located in a settlement compared to the number of resident workers indicates the economic function of that settlement. The regional average ratio is 0.63, standard deviation is 1 SD above (1.01), 2 SD above (1.39). Note: a ratio of 0.7 + indicates a strong economic function).	Designated settlements provide strong economic function for their residents and for their hinterlands. Some settlements, particularly commuter towns, may require investment in local employment to further improve their jobs ratio
HUMAN CAPITAL	Higher Education Institutions (HEIs)	HEA	Higher Education Institutes (HEIs) including Universities, Institutes of Technology and other publicly funded colleges	Economic growth is underpinned by access to skills and talent, and linked to the proximity of Higher Education Institutes
HUMAN CAPITAL	Education attainment	CSO, AIRO	Educational attainment levels of those population >15 years who have completed their education across the region. EMRA educational attainment averages include; no formal/ primary (11%); tech/ apprentice/ cert (14%); 3rd level (37%)	The progressive improvement in education attainment supports increased access to socio economic opportunity
PLACEMAKING	Healthcare	HSE	Highest level healthcare provision including Primary Care Health Centre and HSE Hospital	Access to healthcare services to support good quality of life
PLACEMAKING	Pobal HP Deprivation Index (Relative Score, ED)	Pobal, Trutz Haase	The Deprivation Index is based on three dimensions of affluence/disadvantage; demographic profile, social class composition and labour market situation and provides two statistical outputs; the Absolute Index (useful for comparing over time) and the Relative Index Scores (providing a snapshot at a particular time).	The Pobal HP Deprivation Index is the main measurement of affluence and disadvantage in Ireland. Areas with a relatively low score may require investment to improve access to social and economic opportunity and improve quality of life.
PLACEMAKING	URDF Funding	NPF	Urban Regeneration and Development Fund (URDF) - Successful applications in first Call for Proposals. Includes Category A (ready to go) and Category B (require further development) proposals in 2019.	Leveraging of URDF funding to drive growth and improved quality of life in designated towns.
ENTERPRISE	Economic Assets	IDA, EI	Higher Education Centres, Business Incubation and Innovation Centres, Technology Gateways and Research Centres, IDA Business parks and Strategic sites	The location of strategic employment development and enterprise investment are influenced by the location of economic assets upon which to build
CONNECTIVITY	Public transport	NTA	Proximity to high quality public transport, both existing and planned (Bus, Train, DART and LUAS). Rail Stations noted.	Access to transport infrastructure influences the location of housing and employment growth, with compact settlements more efficient in terms of maximising returns on transport investment
CONNECTIVITY	Internal trip rates	NTA	% of all trips that are internal within a particular settlement, i.e. non-commuting. Average EMRA rate of internal trips is 23%. Standard deviation; SD1 above (39%), SD 2 above (55%)	A higher level of internal trips indicates a high level of self-sufficiency for a particular settlement
CONNECTIVITY	Mode Share	NTA, POWSCAR	% Mode share of work and education trips (Origin) by Active Travel (walk, cycle), Public Transport (Bus, train, DART, LUAS), Car (driver, passenger). EMRA averages; active travel (21%), PT (14%), Car (56%).	Measurement and monitoring of the mode share split will indicate progress on achieving a shift away from private car usage to more sustainable modes of transport
ENVIRONMENT	Sensitive sites and assets	RPS (SEA)	Environmentally designated sites (NHA,pNHA, SPA, SAC), Listed Habitats and other sensitive/heritage sites and assets	Integration of SEA/SFRA/AA supporting the development of Green Infrastructure networks and eco-system services approach
ENVIRONMENT	Resource management	RPS (SEA)	Waste, energy and extractive industries and pollution control licences	Indicates significant resource potential of renewable energy, circular economy and the bio economy.
ENVIRONMENT	Water Quality (WFD/UWWTD)	RPS (SEA)	Compliance with Water Framework (WFD) and Urban Waste Water Treatment Directives. Water Bodies Status and Risk (WFD), Compliance with UWWTD and Discharge Licences	Indicates degree of water capacity and compliance with WFD /UWWTD Directives.
ENVIRONMENT	Flood Risk	RPS (RFRA)	Flood Risk Summary of key Towns from SEA Environmental Report. Includes Flood Zones, constraints and measures identified in the FRMP along with assessment of climate change and adaption measures	Future development and flood risk assessment will need to consider and address flood risk at settlement level.
INFRASTRUCTURE	Wastewater treatment	IW	Irish Water register of WWT plant capacity now or by 2021, includes Population Equivalent (PE), Headroom and (where relevant) Project status and Completion year	Indicates degree of waste water infrastructure capacity to support designated growth.

INFRASTRUCTURE	LIHAF funding	DHPLG	Local Infrastructure Housing Activation Fund (LIHAF) projects granted funding 2017	Funding of enabling infrastructure to support designated growth
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FIG 2 EMRA RSES ASSET BASE – ENVIRONMENTAL CAPACITY OF SETTLEMENTS

Settlement	Sensitive sites and assets Designated sites (NHA,pNHA, SPA, SAC), Listed Habitats and other sensitive sites	Resource Management Waste, energy and extractive industries, pollution control	Water Quality (WFD/UWWTD) Water Bodies Status and Risk (WFD), Compliance with UWWTD Discharge Licences	IW Waste water treatment plant capacity -now or by 2021 Population Equivalent PE (HEADROOM (PE))
Athlone	<ul style="list-style-type: none"> • Long-established Woodland (Not ancient): Meehan Wood; Carnpark woods • Annex I Habitats: multiple present but none assessed • Birdwatch Sensitivity: Highest • Contribution to potential ecological networks • NHA: Carrickynaghtan Bog; Clonydonnin Bog • pNHA: R. Shannon Callows; L. Ree; Crosswood Bog; Waterstown Lake; Castlesampson Esker; • SPA: L. Ree; Middle Shannon Callows • Terrestrial biodiversity: medium-high • Woodland Habitat: Alluvial forest - Wet willow-alder-ash woodland • Wetlands: inland marshes 	<ul style="list-style-type: none"> • Aquifer vulnerability: Moderate-High • Quarry & pits: multiple including: Rooskagh; Athlone; Cornafulla; Eskerbeg • 3 x landfill sites • Licensed waste facility: Ballydonagh Landfill 	<ul style="list-style-type: none"> • 4 x Discharge licenses • WFD Lake Risk: High-L. Ree • WFD Lake status: moderate – L. Ree • WFD River status and risk: poor • 3 x WWTP: Athlone, Monksland and Moate, p.e. >10k; Hodson Bay & Environs p.e. 500-1k - PASS 	<p>Athlone 36,000 incl. Monksland 14,380 (12,578 PE and 4,000 Headroom)</p>
Bray	<ul style="list-style-type: none"> • Annex I habitats close to boundary (e.g. wet heath) • Contributes to ecological networks • Some forestry • Natura 2000 sites and pNHA • Architectural heritage 	<ul style="list-style-type: none"> • 3 x IPPC licenses (AO Smith electric motors; Alert Packaging; Nypro Ltd) • 3 x landfill sites in/near Fassroe • Aquifer sensitivity: low; some med-high in centre, SE and SW of Bray • Historic mines: Ballycorus (incl. Rathmichael; Barnaderg) 	<ul style="list-style-type: none"> • 1 x discharge licence in Fassroe (Starrus EcoHoldings Ltd) • WFD River risk - some at risk; • WFD River status: some bad entering Bray; Good before discharging to the sea • 2 x WWTP: Shanganagh, p.e.> 10k Enniskerry and Environs, p.e. 2-10k - PASS 	<p>Shanganagh 186,000 (56,989) incl. Dublin city</p>
Carlow (Graiguecullen)	<ul style="list-style-type: none"> • Contribution to ecological networks • Forestry: broadleaved • FPM – Status unknown • pNHA: Oakpark • SAC: R.Barrow; R.Nore • Terrestrial biodiversity: medium-high • Woodland habitat: alluvial forest - Wet willow-alder-ash; non-Annex mixed broadleaved 	<ul style="list-style-type: none"> • Wind Farm: Tullow Mushroom Growers Ltd • Quarries & pits: Clongrennane • Historic quarry: Rossmore (Old) Leinster Coalfield • 2 x IPPC Licenses: Braun Oral-B; Irish Sugar • Aquifer vulnerability: Moderate-High 	<ul style="list-style-type: none"> • WFD River Risk: R. Barrow-At Risk • WFD River Status: bad • WWTP: Palatine WWPT p.e. 500-1k – PASS; Carlow WWTP, p.e. 10k, PASS 	<p>-</p>
Drogheda (incl SOUTH)	<ul style="list-style-type: none"> • Ancient woodland • Annex 1 habitats: Tidal mudflats • Coastal habitats – saltmarshes • Contributions to ecological networks • Forestry • pNHA – Boyne coast and estuary; Boyne River Is • SAC – River Boyne • SPA – Boyne Estuary • Terrestrial biodiversity: med-Hi • Riparian woodland • 5 x Quarries & pits • Aquifer vulnerability generally low; some areas hi-extreme 		<ul style="list-style-type: none"> • WFD River risk: at risk • WFD River status: River Nanny moderate • 5 x WWTP: 2x FAIL - Tullyallen Sewerage Scheme, p.e. 500 to 1k; Stamullen, p.e. 2-10k • 3 x PASS: Drogheda, p.e. 10k; Donore, p.e. 500-1k; Duleek, p.e. 2-10k 	<p>Drogheda 101,600 (31,317) incl Laytown</p>
Dublin city and suburbs	<ul style="list-style-type: none"> • Ancient woodland (e.g. Phoenix park; Lutrellstown) • Annex I habitats – Large shallow inlets and bays; Estuaries • Birdwatch sensitivity - low • Coastal habitats – Saltmarshes (Bull Is) • contributions to ecological networks • Forestry • pNHA; SPAs 	<ul style="list-style-type: none"> • Aquifer vulnerability: mostly low but West of the city centre is High/Extreme 	<ul style="list-style-type: none"> • WFD River Risk – High • WFD river status: moderate-poor 	<p>Ringsend WWTP 1,640,000 today 2,100,000 capacity by 2021 (274,459 headroom) Incl.Ashbourne, Ratoath, Portmarnock, Dunboyne. Project underway for 2021</p>

	<ul style="list-style-type: none"> • SAC (e.g. Dublin Bay; Dalkey Is; Baldoyle Bay) • Terrestrial biodiversity: med-high • Cultural Heritage 			incl. Shanganagh WWTP 186,000 today (56,989) incl Bray
Dundalk	<ul style="list-style-type: none"> • Ancient Woodland: Tipping hill • Annex I habitats: Estuaries; Large shallow inlets & bays; Transition mires • Birdwatch sensitivity: Low • Coastal habitats – saltmarshes • Contribution to ecological networks – low; med-hi NE of town • Forestry: mixed • pNHA: Dundalk Bay; Drumcah, Toprass & Cortial Loughs; Carlingford Mountain • SAC & SPA: Dundalk Bay; Dundalk Bay; Carlingford Shore SAC; • Terrestrial biodiversity: medium • Wetland: intertidal flats 	<ul style="list-style-type: none"> • Quarries: Loughanmore Pit • Wind farm: Dundalk IoT Wind Turbine • 4 x IPPC licenses • 2 x licensed waste facility • Port: commercial port • Aquifer vulnerability: Moderate-High 	<ul style="list-style-type: none"> • 3 x Discharge licenses WFD Coastal & transitional water bodies at risk: high • WFD Coastal & transitional water bodies status: mod-good • WFD River risk: R. Castletown at risk; R. Big at risk • WFD River status: generally bad • 9 x WWTPs; 2-Fail and 7- Pass Fail: : Dromiskin, p.e. 500-1k; Castlebellingham p.e. 1-2k Pass: Carlingford Sewerage Scheme p.e. 1-2k; Dundalk p.e. >10k; Blackrock, p.e. 2-10k; Tallanstown Sewerage Scheme 1-2k; Louth Village, p.e. 500-1k; Inniskeen, p.e. 1-2k 	Dundalk 120,000 (headroom 26,739) Capacity Review for 2018
Longford	<ul style="list-style-type: none"> Castle Forbes); Lissagernal (Castle Forbes); Gubroe (Castle Forbes) • Annex I Habitat: Old oak woodlands • Contribution to ecological networks • Mixed forestry • NHA: Mount Jessop Bog; Rinn River • pNHA: Brown Bog; Derrymore Bog; Carrickglass Demesne; Royal Canal; Lough Forbes Complex • SAC: Brown Bog; ; Lough Forbes Complex ; Lough Ree • SPA: Ballykenny-Fisherstown Bog; Lough Ree • Terrestrial biodiversity – med-high • Woodland habitats: non-annex • Wetlands: in land marshes (i.e. NW of Longford town) 	<ul style="list-style-type: none"> • Aquifer vulnerability: Moderate – High 	<ul style="list-style-type: none"> • WFD River Risk: R. Camlin at risk; • WFD Risk Status: R. Camlin-Bad • WFD RPA Water Dependent Habitats SAC: Old High bog patterns • WWTP: Longford, p.e. > 10,000; Newtownforbes, p.e. 500-1k; - all PASS Termonbarry and Environs, p.e. < 500 - FAIL 	Longford 20,000 (5,710)
Maynooth	<ul style="list-style-type: none"> • contribution to ecological networks – very low/ none • forestry - adjacent to NE boundary • pNHA • SAC to the NE • Terrestrial biodiversity: low 	Aquifer vulnerability moderate to high	<ul style="list-style-type: none"> • WFD River Status – poor • WWTP: Lower Liffey Valley Regional Sewerage Scheme, p.e.> 10k - PASS 	Leixlip 150,000 (41,752) incl. Cellbridge, Leixlip, Maynooth, Kilcock
Mullingar	<ul style="list-style-type: none"> • Ancient woodland: L. Slevin's Wood; Gaybrook Demense; Cooksborough • Contributions to ecological networks • Mixed forestry • NHA: Wooddown Bog; Milltownpass; • pNHA: Grand Canal; L.Ennell; L.Sheever; L.Owel; Walshestown Fen; • SAC: L.Owel; Wooddown Bog; L.Ennell; Scragh Bog; • SPA: L.Ennell; L.Owel • Terrestrial biodiversity – med-high • Woodland habitat: Alluvial forest - Wet willow-alder-ash; Bog woodland; Non-annex woodland • Wetlands 	<ul style="list-style-type: none"> • Quarries & Pits: Knightswood; Knockmant; Heathstown; Mullingar • 6 x Discharge Licenses • 3 x IPPC Licenses: Devon Ln Ltd; Penn Racquet Sports; Brosna Paints Ltd • 5 x landfill sites • 3 x Aquifer vulnerability: Moderate – High 	<ul style="list-style-type: none"> WFD River Risk: at risk (e.g. R. Brosna; Rivertown) • WFD River Status: generally bad licensed waste facilities • WWTP: Mullingar, p.e. > 10,000 – PASS; Killucan, p.e. 500 to 1k – FAIL; Kinnegad, p.e. 2k-10k -FAIL 	Mullingar 55,000 (27,091)
Naas	<ul style="list-style-type: none"> • Contribution to ecological networks • Forestry • pNHA – Grand Canal • terrestrial biodiversity: med-high 	<ul style="list-style-type: none"> 3 x IPPC Licenses • 2 x Landfill sites (Nepin; Sallins) • Licensed waste facility (Kerdiffstown) • Aquifer vulnerability – High 	<ul style="list-style-type: none"> WFD River Status & Risk: Good; Not at risk (Liffey) • WWTP: Upper Liffey Valley Sewerage scheme – Pass 2 x discharge licenses: Green Isle Foods Ltd; Arrow Group 	Osberstown 130,000 (39,144) incl. Newbridge, Naas, Clane, Sallins

Navan	<ul style="list-style-type: none"> • Contribution to ecological networks • Forestry • NHA: Jamestown Bog • pNHA: Boyne Woods • Salmonid River: R. Boyne • SAC & SPA: R.Boyne; R. Blackwater • Terrestrial Biodiversity: Med-High 	<ul style="list-style-type: none"> • Quarry: Faughan Hill; Slane; Cruicerath; Deerpark • Windfarm: Burtonstown • 2 x IPPC Licenses • 3 x landfill sites • Aquifer vulnerability: Mod – high 	<p>WFD River Risk: Blackwater & Boyne -at Risk</p> <ul style="list-style-type: none"> • WFD River Status: moderate • WWTP: Navan, p.e. > 10k; Dunshaughlin, p.e. 2-10k – all PASS • 4 x discharge licenses (Tara Mines; Irish Country Meats; Xratherm Ltd; Adv Environ Services Ltd) 	<p>Navan 50,000 (12,714)</p>
Portlaoise	<ul style="list-style-type: none"> • Ancient Woodland: Dunamase Woods; Kildeale Hill; Kylebeg • Contribution to ecological networks • Mixed forestry • FPM: Catchments of SAC populations listed in S.I. 296 of 2009 (i.e. highly sensitive); other areas status unknown • NHA: Clonreher BoG • pNHA: Ridge of Portlaoise; Dunamase Woods; The Great Heath of Portlaoise; Stradbally Hill; Grand Canal • SAC: Ballyprior Grassland; R.Barrow; R.Nore • SPA: Slieve Bloom Mountains • Terrestrial biodiversity: med-high • Woodland habitats: non-annex 	<ul style="list-style-type: none"> • 5 x IPPC Licenses • Quarries & Pits: Downs; Lea Beg; Killeaney Quarry; Boley Pit • Landfill site: Clonsoughy Landfill • Aquifer vulnerability: Moderate – High 	<p>WFD River Risk: R.Triogue; R. Trib Triogue Cush Bridge; R. Blackwater - all at risk</p> <ul style="list-style-type: none"> • WFD River status: generally Bad • 6 x WWTPs: Portlaoise, p.e. > 10k – PASS; FAIL: Stradbally, p.e.1k -2k; Ballylynan, p.e. 1k-2k; Ballyroan, p.e. < 500; Castletown, p.e. < 500; Mountrath, p.e. 1k-2k • 3 x Discharge licenses 	<p>Portlaoise 39,000 (9,021)</p>
Swords	<ul style="list-style-type: none"> • Annex I habitats – estuaries • Coastal habitats –saltmarshes (Malahide estuary) • Contribution to ecological networks – low • Forestry • pNHA (Feltrim hill; Malahide estuary) • SAC – Malahide estuary • SPA – Broadmeadow/ Malahide estuary • Terrestrial biodiversity: med- high 	<p>Aquifer vulnerability moderate to high</p>	<p>WFD river risk and status – at risk</p> <ul style="list-style-type: none"> • WWTP: Rush, p.e. 2-10k; Malahide, p.e.> 10k – FAIL; Swords, p.e. > 10,000 - PASS 	<p>Swords 90,000 (33,080) incl. Swords, Kinsealy-Drinan</p>
Tullamore	<ul style="list-style-type: none"> • Ancient Woodlands: Ballyduff; Hands; Charleville N & S; Clonad • Annex I Habitats: Residual alluvial forests • Birdwatch sensitivity: med-low • Contribution to ecological networks • Mixed Forestry • FPM: Catchments with previous records of Margaritifera, but current status unknown • NHA: Screggan Bog; Hawkswood Bog; Daingean Bog • pNHA – multiple • SAC: Charleville Wood; Clara Bog; Raheenmore Bog; Split Hills And Long Hill Esker • Terrestrial biodiversity: med-high • Woodland habitats: non-annex • Wetlands 	<ul style="list-style-type: none"> • 3 x IPPC Licenses: Castle Paints; William Grant & Sons Irish Manufacturing Ltd; Bord na Mona Energy Ltd Leabeg • 3 x landfill sites: Peat Ash Ltd (Shannonbridge); Derryclure; Kilcormac • Aquifer vulnerability: Moderate – High • Quarries & Pits: Ballykilmurry Pit; Derryarkin Pit • 3 x Wind Farm: Mountlucas (x 2); Leabeg; 	<p>WFD River Status: generally bad</p> <ul style="list-style-type: none"> • WFD River risk: at risk • 8 x WWTPs: Rhode, p.e.< 500; Kilbeggan (no details) – FAIL Tullamore, p.e. > 10,000; Mucklagh, p.e. 500 to 1k; Clara, p.e. 2k-10k; Ballinagar, p.e. 500 to 1k; Daingean, p.e. 500 to 1k; Tyrellspass, p.e. 500 to 1k - all PASS • 8 x Discharge licenses 	<p>Tullamore 45,000 (23,429)</p>
Wicklow-Rathnew**	<ul style="list-style-type: none"> • Ancient woodland: Cronroe; Vale of Clara; Deputy's Pass; The Devil's Glen • Annex I Habitats: Residual alluvial forests; Estuaries; Old Oak woodlands • Birdwatch sensitivity – High • Coastal habitats: saltmarshes • Forestry – Broadleaved • FPM – Current status unknown • pNHA: The Murrough • Salmonid waters: Vartry • Spa & SAC: The Murrough Wetlands; • Terrestrial biodiversity: med-high • Woodland habitat: Wet willow-alder-ash woodland • Wetlands: saltmarshes 	<ul style="list-style-type: none"> • IPPC License: Veba Radiators Limited, The Murrough • 2 x Landfill sites: Wicklow Waste Disposal • Aquifer vulnerability: Moderate –High 	<p>WFD Coastal and Transitional Water Bodies Risk: Broad Lough @Risk; SW Irish Sea - Killiney Bay –not @Risk;</p> <ul style="list-style-type: none"> • WFD River Risk: Rathnew Stream-not at risk • WFD River Status: Rathnew Stream-Good • WWTP: Wicklow, p.e. > 10,000 – PASS 	<p>Wicklow 34,000 (16,330)</p>

Appendix B

Strategic Planning Area (SPA) and County Population Tables

SPA	2016	2026	2031
Dublin	1,347,500	1,489,000 - 1,517,500	1,549,500 - 1,590,000
Eastern	689,000	759,000 - 777,000	789,000 - 813,500
Midlands	292,500	318,500 - 324,500	329,500 - 337,000
Total	2,329,000	2,566,500 - 2,619,000	2,668,000 - 2,740,500

Local Authority	2016	2026 low 2026 high	2031 low 2031 high
Dublin SPA			
Dublin City	554,500	613,000 - 625,000	638,500 - 655,000
Dun-Laoghaoire Rathdown	218,000	241,000 - 245,500	250,500 - 257,000
Fingal	296,000	327,000 - 333,000	340,000 - 349,000
South Dublin	279,000	308,000 - 314,000	320,500 - 329,000
Eastern SPA			
Kildare	222,500	249,000 - 254,000	259,000 - 266,500
Meath	195,000	216,000 - 221,000	225,500 - 231,500
Wicklow	142,500	155,000 - 157,500	160,500 - 164,000
Louth	129,000	139,000 - 144,500	144,000 - 151,500
Midland SPA			
Westmeath	89,000	96,500 - 98,500	100,000 - 102,500
Laois	84,500	92,500 - 94,000	95,500 - 97,500
Offaly	78,000	85,000 - 86,500	88,000 - 90,000
Longford	41,000	44,500 - 45,500	46,000 - 47,000

Appendix C

Chapter 6 Economy and Employment Appendices



Tionól Reigiúnach Oirthir agus Lár-Tíre
Eastern and Midland Regional Assembly

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Appendix I: Overview and List of Enterprise Development Agencies

A number of agencies supporting enterprises

There are a number of agencies that provide supports to enterprises, aimed at stimulating increased economic activity. These include IDA Ireland, Enterprise Ireland and Science Foundation Ireland that operate under the auspices of DJEI. In addition the Local Enterprise Offices (LEOs) operate as the first stop shop for all small enterprises. The LEOs which have been integrated to Local Authorities now operate under the Department of Environment and Local Government although Enterprise Ireland continues to provide the overarching strategic policy direction and coordination services.

Other bodies and agencies provide supports including for example Teagasc (primary production), Bord Bia (coordinated marketing of food products), the Irish Film Board (the film industry), Údarás na Gaeltachta and the Western Development Commission (both regionally focused), Sustainable Energy Authority of Ireland and the LEADER programme (focused on rural development). This is not an exhaustive listing, and serves to highlight the somewhat complex environment, from the perspective of the enterprise, that exists today.

Each body has a particular mandate, and we need to ensure a cohesive, seamless and integrated delivery system and to caution against the potential for 'mission creep'¹. Each agency has a distinctive role and mandate.

Enterprise Ireland

Enterprise Ireland is responsible for the **development and growth of Irish owned enterprises** (exporting and/or with the potential to do so) and reports to DJEI as its parent department. Enterprise Ireland supports companies in urban and rural areas throughout Ireland.

Enterprise Ireland's remit also extends to commercialization of state funded research and to stimulating RD&I collaboration between companies, both foreign and Irish-owned, and with research institutes. The Agency provides funding for Technology Centres (close to market).

IDA Ireland²

IDA Ireland is our **national investment and promotion agency** (IPA) with the statutory remit to attract investment. It operates under the auspices of DJEI. Since 1949, the Industrial Development Agency has developed unique market and corporate connections and ability to meet investor needs. IDA Ireland is ranked amongst the best IPAs in the world³.

^[1] With the Midlands as an exception where this committee is chaired by the Chief Executive of Westmeath Co. Council

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Science Foundation Ireland

Science Foundation Ireland is the **national foundation for investment in scientific and engineering research**, operating under the auspices of DJEI. Science Foundation Ireland invests in academic researchers and research teams who are most likely to generate new knowledge, leading edge technologies and competitive enterprises in the fields of science, technology, engineering and maths.

Bord Bia

Bord Bia, the Irish Food Board, is responsible for the development of new markets and the promotion of Irish food, drink and horticulture, and reports to DAFM. The agency's mandate covers trade development, promotion, quality programmes, information provision and marketing support especially for export markets. Bord Bia operates in thirteen overseas locations.

Fáilte Ireland

Fáilte Ireland are the National Tourism Development Authority. Its role is to support the tourism industry and sustain Ireland as a high quality and competitive tourism destination. It provides a range of practical business supports to help tourism businesses better manage and market their products and services. It also works with other State Agencies and representative bodies, at local and national levels, to implement and champion positive and practical strategies that will benefit Irish tourism and the Irish economy.

Tourism Ireland

Tourism Ireland is the North South body with responsibility for marketing the island of Ireland overseas as a tourism destination, and is accountable to the North South Ministerial Council, with DTTAS as the sponsor Department in Ireland. Tourism Ireland has a substantial presence in its top four markets (Great Britain, US, Germany and France) and has representation in another 18 markets across the world including Europe, Australia, New Zealand and the Middle East, as well as in key markets of the future such as China, India and Russia. It delivers world class marketing programmes across the world and reaches a global audience of up to 600 million each year.

Education in Ireland

Enterprise Ireland's Education in Ireland brand works with DES, DFAT and the Embassy network, partnering with higher education institutions in Ireland, to attract international students, promote education and research collaborations and position Ireland as a global leader in the provision of high-quality education.

Bord Scannán na hÉireann/the Irish Film Board

Bord Scannán na hÉireann/the Irish Film Board (IFB) is the national development agency for Irish filmmaking and the Irish film, television and animation industry, investing in talent, creativity and enterprise. The IFB supports and promotes the Irish screen industries at major international markets and festivals, promotes inward investment, the use of Ireland as a location for international production and provides support for companies filming on location in Ireland. The agency provides a strategic vision for industry training through Screen Training Ireland. It operates under the auspices of The Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs (DAHRRGA).

Embassy network

Ireland's network of 80 Embassies, Consulates-General, Permanent Representations and other missions operates within the policy remit of Department of Foreign Affairs and Trade. Given its global presence, it provides a breadth of perspective on the evolving global political and economic scene. Ireland's Embassies provide a focal point for Local Market Teams and high-level political engagement. It also facilitates the pursuit of opportunities in every location by promoting Ireland as a great place to live, study, visit and do business, and in developing Ireland's profile with media and local key influencers.

Appendix II: Health Place Audit

The need

It has been widely recognised the importance of ‘sticky’ places - those that are attractive to live, work and invest. Identifying the right attributes that make a place optimal for enterprise development has been challenging. Moreover, current competitive calls do not seem to include these attributes in their awarding/evaluation criteria.

A check list of features

A Health-Place check list has been conceptualised as a device to assess that the right attributes are in a place in specific locations. The list has been drawn from a literature review on enterprise development and from National Policy documents, such as the DBEI and its economic agencies submission to the NPF. It is important to highlight that different industries may display different requirements from each location. At this stage the list is general to any industry. Further refinements can be considered down the line.

This check list (Table 1) can be used to carry out an audit to places (giving due regard to their layer in the hierarchy of settlements, see Figure 1, City, Regional Centre, Towns, Villages, Sites) to systematically identify infrastructural gaps. This version is at a conceptual stage and it needs further refinement to reflect specific items to each relevant layer too.

What enterprises look for in a location

Industry needs in a location: Table 1 presents a list of items industry looks for to decide establishing or maintain operations in specific locations. This could be used as a basis for the measurement of “quality of places”. This “**Health place audit**” has the potential to measure the place stickiness to attract and maintain business and talent, and to enable ‘place-making’ as policy to achieve regional competitiveness.

The health place check list requires further development to determine the specific parameters to each item/feature. Then spider web graphs charts can be produced to each place to provide a snapshot of its current attractiveness profile. Figure 2 presents a hypothetical example of how the health place check list can be used for measuring Metropolitan Area Strategic Plans (MASPs).

Usefulness of Health-Place audit:

- **Systematic identification of gaps and deficits.** The graphs (see Figure 2) allow for an easy and systematic identification of gaps and deficits in features required to the make places attractive for enterprise development.
- **Selection criteria for competitive funds.** In addition, the items identified in the check list can serve as priorities to be considered in the selection/awarding criteria of competitive calls – either Regional Enterprise Development funds, the Urban Development Fund and/or EU Regional Development Funds.

Table 1: Health-Place check list

Urbanisation

- Availability of well-serviced sites (utilities and public transport services) and ‘place-making’ to develop attractive places to invest, live and work.
- Place-making must include development of attractive public realm and quality urban design; high quality architecture; development of public spaces, and social, cultural and recreational amenities.
- **critical mass** in population and urban centres;
- World class economic infrastructures and competitive services with capacity, resilience and quality;
- Availability of property solutions – including ‘ready-to-go’ commercial properties, ‘landing spaces’, co-working spaces and flexible property solutions.
- Choice and mix of affordable housing types. Appropriate location of housing developments (infill, brownfield, re-purposing) increasing density to support efficient public services.
- Mixed use developments including residential, commercial and other activities, creating an all-day active neighbourhood.
- Well-connected urban centre via foot, bicycle and public transport.
- Competitive, smart and integrated public transport networks within and between cities and urban areas.

Connectivity

- **Connectivity and access** is paramount – including nationally and internationally - enabled by physical and technology infrastructures with capacity resilience and quality. This has become even more critical in a post-Brexit environment;
- **Networking:** building connections regionally, nationally and internationally through business, people and the research system.

Talent and Innovation

- Relevant Talent available and ready
- Developing skills and attracting talent that is aligned with the needs of enterprise.
- Drive engagement between Third level institutes and industry, providing access to skills and research, development and innovation;
- Developing high quality third level infrastructure to attract students, academics and enterprise.
- Supporting enterprises to be innovative and building an innovation eco-system.
- Developing research and enterprise clusters to drive RD&I, collaboration etc.
- Quality of life factors and sense of Place.

Co-location or dynamic clustering

- Growth of an enterprise is positively affected by the size of employment in the same sector in manufacturing industries, and that the relationship between enterprise growth and the size of other sectors is weak.
- However, employment growth in high-tech SMEs has been found to be much faster in clusters, but that the spatial scale over which the clustering benefit operates differs across sectors (Fingleton et al., 2004).
- Co-operation with universities impacts positively on enterprise growth.
- Development of clusters in specific industry sectors/activities, driving regional growth.

Policy Co-ordination

- A structured policy approach towards inward investment to develop ‘insidership’, that is the capacity of the firm to identify, access and benefit from co-location advantages leading to ‘demonstration effects’ and further attractiveness of the place.

Source: Own elaboration adapting DBEI (2017), O’Leary (2015), Garza-Reyes et al (2018) and IDA (2018). Inserts are additions from IDA.

Figure 1: Hierarchy of Settlements and related Infrastructure considered by NPF.

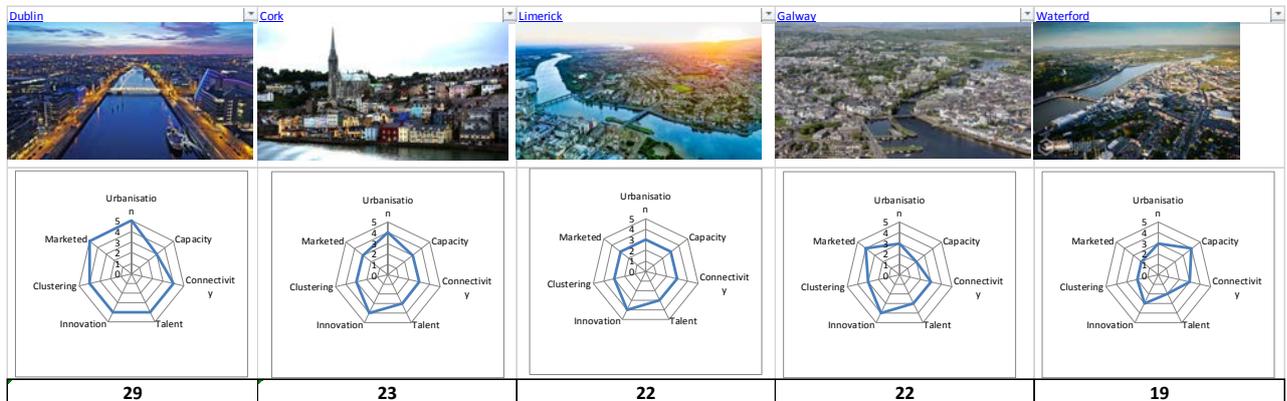
Hierarchy of Settlements and Related Infrastructure



Source: NPF (2018, p.83).

Similar approach in terms of differentiation of a hierarchy of settlements can be adopted by the health place check list for enterprise development.

Figure 2: Example of graphs displaying the current levels of attractiveness features for business location decisions at city level (hypothetical values).



The values presented above are hypothetical and they are presented to illustrate how the “health-place” check list would work.

Appendix III: RAPJs and LECs in EMRA

Regional Action Plan for Jobs (RAPJs)

“Since its launch in January 2015, the Regional Action Plan for Jobs (RAPJ) process has focused on ensuring that all regions of the country can fulfil their enterprise and job creation potential. A key objective of each of the Regional Plans is to have a further 10 to 15 per cent at work in each region by 2020, with the unemployment rate of each region not exceeding the State average by more than one percentage point.

Co-ordinated by DBEI, RAPJs were developed for each of the eight former NUTS III regions (North East/North West, Mid East, Midlands, Mid-West, West, South West, South East, Dublin). They were designed initially with a broad 2-3 year timeframe, concluding at end 2017. The regional Plans are modelled on the Action Plan for Jobs at the national level, i.e. with a strong focus on implementation and monitoring of actions. A key difference however is that the RAPJs are focused on a ‘ground up’ approach, with regional stakeholder consultation, buy-in and collaboration fundamental to their success. An Implementation Committee is in place in each region, comprising key stakeholders from the public and private sectors (including Local Authority Chief Executives, Enterprise Agency representatives, Enterprise Champions, and others), to drive and monitor their Action Plan’s progress. Each Committee is chaired by a senior private sector representative from the region^[1].

Given the strong progress that has been made to date both in terms of strengthening regional collaboration and also the emergence of new regional enterprise development initiatives, it is planned to undertake a refresh and refocus the Plans so as to remain active over the two-year period to 2020.”

^[1] With the Midlands as an exception where this committee is chaired by the Chief Executive of Westmeath Co. Council

LECPs in EMRA: Highlighted Regionally Strategic Issues and Initiatives.

Regionally Strategic Issues and Initiatives (selected highlights) by EMR LECPs			
Make places attractive to...	Dublin SPA	Eastern SPA	Midland SPA
Live in (Places for People)	<ul style="list-style-type: none"> • Access to information (South Dublin Economic & Community Monitor) • Good culture and heritage • Address institutionalised deprivation and city centre drug problem • Activating Dublin (Youth) • Key commuting destination • Address transport and housing bottlenecks 	<ul style="list-style-type: none"> • Access to information (Kildare Data Hub) • Leverage good quality of life and natural environment • Address emerging skills gaps between in county/out bound workers • Improve quality of life for all and address car based commuting 	<ul style="list-style-type: none"> • Linked Gateway Renewal (Athlone, Tullamore, Mullingar) • Address population decline, deprivation and rural isolation • Good quality of life and environment • Leverage natural assets to create local opportunities
Work in (Sectoral opportunities)	<ul style="list-style-type: none"> • Financial Services • Pharma • ICT/software • Data analytics and IoT 	<ul style="list-style-type: none"> • Tourism • Equine (Kildare-Meath) • Film/Creative (Wicklow) • Food (Boyne Valley) • Maritime/Port development 	<ul style="list-style-type: none"> • Green Economy/Renewables • Tourism • Rural Economy • Agri-business
(Skills development)	<ul style="list-style-type: none"> • New Technological University for Dublin 	<ul style="list-style-type: none"> • Dundalk IT (DkIT) • Wicklow Campus (with Carlow IT) • Maynooth Knowledge Corridor 	<ul style="list-style-type: none"> • Athlone IT
Invest in (Economic Development)	<ul style="list-style-type: none"> • International gateway • Dublin-Belfast Corridor • Joint Economic Strategy • Smart Dublin initiative • International Benchmarking 'Dublin Economic Monitor' • Dublin Airport Zone • Port expansion • South Dublin industrial upgrade (Grangecastle) • Digital Dun Laoghaire • 'Silicon Docks' 	<ul style="list-style-type: none"> • Proximity to capital • Dublin-Belfast Corridor • Dundalk "Digital Payments Corridor" • Kildare Meath Economic Strategy • Attract large scale and second site FDI • Meath FDI "Atlas Database" • Kildare "Digital Hub" • Port development (Wicklow, Drogheda, Dundalk, Bremore) 	<ul style="list-style-type: none"> • Good road infrastructure and central location • Offaly "Regional Energy Hub" (synergy with Kildare) • Offaly Digital Economy/Big Data • Reuse of Bord naMona/Peatlands
Visit (Tourism, Culture and Heritage)	<ul style="list-style-type: none"> • Dublin City of Literature (Proposed world heritage status for historic city) • Dublin Bay UNESCO biosphere designation • Grow Dublin Tourism Alliance 	<ul style="list-style-type: none"> • Louth-Meath Tourism Strategy • Bru na Boinne World Heritage site • Proposed world heritage monastic (Kells, Glendalough) and Royal sites (Tara, Dún Ailinne Hill of Uisneach) 	<ul style="list-style-type: none"> • Ancient East/Midlands.ie brand • Dublin-Galway Greenway • Proposed world heritage status for Clonmacnoise

Appendix D

Environment and Climate Legislation and Policy Background

There is significant legislative background into all of the themes addressed in the Regional Spatial and Economic Strategy and a summary of contexts for Chapter 7, Environment and Climate are set out below. They have informed the preparation of the RSES from its inception and are key elements throughout the whole process.

1.0.1 Legislative Background

Biological Diversity (CBD), the UNESCO Convention for the protection of the World Cultural and Natural Heritage, the Pan-European Biological and Landscape Diversity Strategy and the European Landscape Convention 2000. Other relevant underpinning EU Directives and regulation, policy and plans include;

Marine Strategy Framework Directive (MSFD) aims to protect the marine environment with a target of achieving or maintaining Good Environmental Status (GES) in marine waters by 2020. At national level the Marine Institute are implementing measures to achieve GES in Irish waters.

The Marine Spatial Planning Directive (MSP) establishes a framework for maritime spatial planning. At a national level a National Maritime Spatial Plan is currently being prepared by government.

Water Framework Directive (WFD) establishes a framework for the protection of all water bodies, including rivers, lakes, estuaries, coastal waters and groundwater, and their dependent wildlife and habitats with a target of achieving at least 'good' status by 2027, and that no deterioration occurs.

The Floods Directive sets out the framework for identifying, assessing and mitigating all types of flood risk, while also implementing the Water Framework Directive. The Office of Public Works (OPW) is responsible for coordinating and leading the implementation of the Floods Directive. The Directive required a National Preliminary Flood Risk Assessment (PFRA) to identify communities at significant flood risk (AFAs), which were the focus of flood maps produced by OPW under the CFRAM programme. The Guidelines on the Planning System and Flood Risk Management, 2009 jointly developed by the Department of Environment, Community and Local Government (DECLG) and the OPW, provide a systematic and transparent framework for the consideration of flood risk at all stages in the planning and development management processes. The Guidelines adopt a risk-based sequential approach when integrating flood risk assessment into the process of policy and plan making, based on avoidance, reduction and mitigation of risk.¹

Strategic Environmental Assessment Directive (SEA) The European Directive on the Assessment of the Effects of Certain Plans and Programmes on the Environment (the SEA Directive), sets out the requirements for an environmental assessment to be carried out for all plans and programmes prepared by authorities at a national, regional or local level. The Habitats Directive also requires an 'Appropriate Assessment' (AA) for any plan or project which may have a likely significant effect on any designated site. The SEA process of the Regional Spatial and Economic Strategy (RSES) is informed by a Regional Flood Risk Appraisal (RFRA), which will provide an assessment of all types of flood risk to inform the strategic planning and development of the region and to inform the location of development and growth areas.

The Urban Waste Water Treatment Directive protects the environment from the negative effects of discharge of domestic waste water, mixture of waste water, and certain industrial discharges.

The Birds Directive and Habitats Directives aim to protect biological diversity; the Birds Directive protects wild birds and the habitats of listed species through the designation of Special Protection Areas (SPAs) while the Habitats Directive designates Special Areas of Conservation (SACs), sites which

¹ Section 3.1 Flood Risk Guidelines for Planning Authorities, 2009 sets out 9 Planning Principles

are important for species protection. The National Parks and Wildlife Service (NPWS) are responsible for SAC and SPA sites, which together form part of the Europe-wide “Natura 2000” network.

The Nitrates Directive supports implementation of the WFD by preventing nitrates from agricultural sources polluting ground and surface waters and by promoting the use of good farming practices.

The Wildlife (Amendment) Act 2000 provides statutory protection for sites designated as areas of high biodiversity, Natural Heritage Areas (NHAs). The Act also strengthens compliance with Conventions on International Trade in Endangered Species (CITES), the African-Eurasian Migratory Waterbirds Agreement (AEWA) and the Convention on Biological Diversity. Proposed Natural Heritage Areas (pNHAs) are also important for their biodiversity as well as sites of geological interest.

The EU Environmental Noise Directive requires that local authorities prepare strategic noise maps and action plans setting out mitigation measures to minimise harmful effects of environmental noise.

The EU Green Infrastructure Strategy promotes investments in GI, aiming to restore ecosystem health, preserve connections between natural areas and allow the movement of species through their entire natural habitat.

Climate Change

International and EU commitments to addressing climate change and to which Ireland have committed to in order to limit global temperature rise, reduce GHG emissions, improve energy efficiency, and increase energy consumption from renewable sources include:

- The Paris Agreement
- The UN Sustainable Development Goals
- EU 2020 and 2030 climate and energy targets as well as longer term 2040 and 2050 milestones and targets
- The Covenant of Mayors for Climate and Energy

At national level the *National Policy Position on Climate Action and Low Carbon Development* published in April 2014 establishes the fundamental national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050.²

As envisaged by the National Policy Position, the evolution of climate policy in Ireland will be a dynamic, iterative process, based on the adoption by Government of a series of national mitigation plans and national adaptation frameworks over the period to 2050 with the ultimate objective of achieving the National Transition Objective by 2050.

Ireland’s first National Mitigation Plan (NMP) was published in July 2017 and sets out, on a whole-of-government basis, what Ireland is doing and is planning to do to further our transition to a low carbon, climate resilient and environmentally sustainable economy by 2050.

Ireland’s first statutory National Adaptation Framework (NAF) was published in January 2018, and complements the mitigation approach by addressing the climate resilience challenge. The NAF specifies the national strategy for the application of adaptation measures in different sectors and by local authorities in their administrative areas in order to reduce the vulnerability of the State to the negative effects of climate change and to avail of any positive effects that may occur. A key action under NAF requires each local authority in the country to prepare local climate adaptation strategies.

² Statutory authority for the preparation of mitigation and adaptation plans was subsequently provided for in the Climate Action and Low Carbon Development Act 2015 (“the 2015 Act”).

The 2015 Act provides that a 'relevant body' (the definition of which includes a local authority) must have regard to the most recently approved NMP and NAF in the performance of its duties. Under the NMP and NAF four Local Authority Climate Action Regional Offices (CAROs) have been established to drive climate action at regional and local level in Ireland. This commitment by the Irish Government recognises the significant obligation which has been placed on Local Government to develop and implement its own climate action measures, as well as the need to build capacity within the sector to engage effectively with climate change. The CAROs will be operated by a lead Local Authority in four different regions grouped according to shared climate change risks. The establishment of these offices will enable a more coordinated engagement across the whole of government and will help build on the experience and expertise which exists across the sector. Two of these offices, covering the Dublin region and the Eastern and Midlands Region will be led by local authorities located in the EMRA region. Through these offices the Local Authorities can play a crucial role in driving practical policy and behavioral changes within our communities to encourage both businesses and citizens to embrace the need for climate action.

Section 4 of the SEA report provides a comprehensive review of the relevant plans, policies and programmes identified and explored in the preparation of the RSES, in accordance with Article 5(1) of Annex 1 of the SEA Directive.

Appendix E

Functional Urban Area Methodology

Defining Functional Urban Areas (FUAs)

The OECD definition of urban areas uses population density to identify urban cores and travel-to-work flows to identify the hinterlands whose labour markets are highly integrated with the urban core. The hinterlands or 'Functional Urban Area' can be described as the 'commuter catchment' of the urban labour market outside the densely inhabited urban core. The size of the FUA, relative to the core, gives clear indications of the influence of urban centres over their surrounding hinterlands.

NTA Methodology

The definition of urban cores carried out by the NTA, was formulated primarily using the methodology set out by the OECD¹ in defining functional urban areas for their metropolitan database but adapted for an Irish context, which includes the following steps;

1. Identification of Urban Cores

The OECD standard for Europe is a density of 1500/sq. km. However, in the Irish context it was decided to use a lower density so as not to rule out too many smaller towns.

The first step in the methodology identified all 1km grid squares (using the CSO Population grid) with a population density of 1000/sq.km or more. This was supplemented by also identifying all grids with an employment of 500 jobs or more using CSO employment data in order to capture significant trip generators i.e. large employers on the edge of an urban area or away from residential areas. These grids were then chosen and coded and any gap cells added as appropriate. According to the OECD method, gap squares are included if at least five out of the eight cells surrounding a cell belong to the high-density cluster

The next part of the methodology required that grid squares to be converted into CSO Small Areas in order to be able to apply trip distribution data. This proved problematic to do automatically using either an intersect or centroid approach in the GIS platform. Therefore, a manual process was carried out whereby if a grid square covered some but not all of a Small Area, it was investigated for potential inclusion on the basis of whether the grid section covered a significant residential area or high-density employment area. If so, the Small Area was selected and included.

The OECD defines a municipality as being part of an urban core if at least 50% of the population live within the identified urban cluster. In the absence of municipality boundaries, all urban cores were used in Step 2

2. Connecting non-contiguous urban cores belonging to the same metropolitan area:

This step identifies how dependant urban cores are on each other and how they correlate to create a metropolitan area. Looking at commuter data (journey to work only) between these urban cores, if more than 15% of an urban core's resident population commute to any other urban core, then they are said to correlate.

Using SAPS data, the population for each urban core was extracted and 15% of this was calculated. Using POWSCAR, a trip distribution matrix was created for all the urban cores that were identified from Step 1.

¹ <https://www1.oecd.org/cfe/regional-policy/Definition-of-Functional-Urban-Areas-for-the-OECD-metropolitan-database.pdf>

Using that trip distribution matrix, if the trips from any urban core satisfied the 15% criterion, then that urban core was selected for inclusion.

Mapping of the urban hinterlands (AIRO)

EMRA worked with the All Island Research Observatory (AIRO) in Maynooth University, to undertake a spatial analysis and mapping of the Functional Urban Areas (FUAs) for Dublin and all 'large towns' in the region i.e. towns with a population over 10,000 people or 2,500 local jobs.

The OECD defines urban hinterlands as all municipalities with at least 15% of their employed residents working within a particular urban /metropolitan area.

In the absence of defined municipalities, AIRO mapped all Small Areas (SA) with at least 15% of their At-Work population working in the Dublin Metropolitan Area, in order to define the urban hinterlands of Dublin. These are described as the 'Core Region' while any areas not in the Dublin metropolitan area or hinterlands are described as the 'Gateway Region'.

To map the urban hinterlands of all large towns, AIRO used the NTA definition of urban cores (identified in Steps 1 and 2 above) which are modifications of CSO settlements to allow for additional job locations outside residential areas.

Dublin Metropolitan Area (DMA)

The Dublin Metropolitan Area (DMA) is a policy boundary which is established in the National Transport Authority Strategy for the Greater Dublin Area (GDA) 2016-2035, and the former Regional Planning Guidelines for the Greater Dublin Area. This boundary was also identified in the Implementation Roadmap for the National Planning Framework under circular FPS04/2018. The Metropolitan Area includes all of Dublin City Council, South Dublin and Dun Laoghaire County Council and certain EDs (Electoral Districts) in the surrounding four local authorities as follows;

The EDs from Fingal included in the Metropolitan Area are the Airport, Baldoyle, Balgriffin, Blanchardstown (Abbotstown, Blakestown, Coolmine, Corduff, Delwood, Mulhuddart, Roselawn, Tyrrelstown), Castleknock (Knockmaroon, Park), Donabate, Dubber, Howth, Kilsallaghan, Kinsaley, Lucan North, Malahide (East and West), Portmarnock (North and South), Sutton, Swords (Forrest, Glasmore, Lissenhall, Seatown, Village), The Ward, Turnapin.

The EDs from Kildare included in the Metropolitan Area are Celbridge, Donaghcumper, Kilcock, Leixlip, Maynooth, Straffan.

The EDs from Meath included in the Metropolitan Area are Dunboyne and Rodanstown.

The EDs from Wicklow included in the Metropolitan Area are Bray No.1, Bray No. 2, Bray No. 3, Rathmichael, Delgany, Greystones, Kilmacanogue and the following townlands in Kilcoole ED:

- Stilebawn
- Farrankelly
- Charlesland

Appendix F

Designated Sites in EMRA

Site Code	Site Name	County	Ha	Designation
000006	Killyconny Bog (Cloghbally) SAC	Meath	31.31	SAC
000199	Baldoyle Bay SAC	Dublin	538.70	SAC
000202	Howth Head SAC	Dublin	374.72	SAC
000204	Lambay Island SAC	Dublin	405.13	SAC
000205	Malahide Estuary SAC	Dublin	809.34	SAC
000206	North Dublin Bay SAC	Dublin	1474.35	SAC
000208	Rogerstown Estuary SAC	Dublin	586.21	SAC
000210	South Dublin Bay SAC	Dublin	741.80	SAC
000216	River Shannon Callows SAC	Offaly	2015.67	SAC
000216	River Shannon Callows SAC	Westmeath	333.08	SAC
000396	Pollardstown Fen SAC	Kildare	266.07	SAC
000397	Red Bog, Kildare SAC	Kildare	36.47	SAC
000412	Slieve Bloom Mountains SAC	Laois	3266.12	SAC
000412	Slieve Bloom Mountains SAC	Offaly	1610.96	SAC
000440	Lough Ree SAC	Longford	4347.36	SAC
000440	Lough Ree SAC	Westmeath	3820.68	SAC
000448	Fortwilliam Turlough SAC	Longford	51.48	SAC
000453	Carlingford Mountain SAC	Louth	3099.87	SAC
000455	Dundalk Bay SAC	Louth	5234.05	SAC
000566	All Saints Bog And Esker SAC	Offaly	369.52	SAC
000571	Charleville Wood SAC	Offaly	377.35	SAC
000572	Clara Bog SAC	Offaly	836.18	SAC
000582	Raheenmore Bog SAC	Offaly	209.92	SAC
000685	Lough Ennell SAC	Westmeath	1719.63	SAC
000688	Lough Owel SAC	Westmeath	1122.08	SAC
000692	Scragh Bog SAC	Westmeath	23.93	SAC
000713	Ballyman Glen SAC	Dublin	12.48	SAC
000713	Ballyman Glen SAC	Wicklow	12.22	SAC
000714	Bray Head SAC	Wicklow	264.19	SAC
000716	Carriggower Bog SAC	Wicklow	93.12	SAC
000719	Glen Of The Downs SAC	Wicklow	74.45	SAC
000725	Knocksink Wood SAC	Dublin	3.63	SAC
000725	Knocksink Wood SAC	Wicklow	86.13	SAC
000729	Buckroneys-Brittans Dunes And Fen SAC	Wicklow	320.65	SAC
000733	Vale Of Clara (Rathdrum Wood) SAC	Wicklow	381.46	SAC
000781	Slaney River Valley SAC	Wicklow	511.62	SAC
000859	Clonaslee Eskers And Derry Bog SAC	Laois	278.67	SAC
001209	Glenasmole Valley SAC	Dublin	149.23	SAC
001387	Ballynafagh Lake SAC	Kildare	53.71	SAC
001398	Rye Water Valley/Carton SAC	Kildare	67.33	SAC
001398	Rye Water Valley/Carton SAC	Meath	4.93	SAC
001459	Clogher Head SAC	Louth	23.74	SAC
001766	Magherabeg Dunes SAC	Wicklow	74.61	SAC
001776	Pilgrim's Road Esker SAC	Offaly	69.73	SAC

001810	White Lough, Ben Loughs And Lough Doo SAC	Meath	36.38	SAC
001810	White Lough, Ben Loughs And Lough Doo SAC	Westmeath	79.90	SAC
001831	Split Hills And Long Hill Esker SAC	Westmeath	75.23	SAC
001957	Boyne Coast And Estuary SAC	Louth	366.73	SAC
001957	Boyne Coast And Estuary SAC	Meath	262.52	SAC
002120	Lough Bane And Lough Glass SAC	Meath	89.69	SAC
002120	Lough Bane And Lough Glass SAC	Westmeath	113.73	SAC
002122	Wicklow Mountains SAC	Dublin	2579.77	SAC
002122	Wicklow Mountains SAC	Wicklow	30351.6 1	SAC
002162	River Barrow And River Nore SAC	Kildare	551.53	SAC
002162	River Barrow And River Nore SAC	Laois	2530.69	SAC
002162	River Barrow And River Nore SAC	Offaly	93.14	SAC
002193	Ireland's Eye SAC	Dublin	41.81	SAC
002249	The Murrough Wetlands SAC	Wicklow	605.85	SAC
002299	River Boyne And River Blackwater SAC	Louth	127.58	SAC
002299	River Boyne And River Blackwater SAC	Meath	1797.83	SAC
002299	River Boyne And River Blackwater SAC	Westmeath	337.60	SAC
002306	Carlingford Shore SAC	Louth	526.05	SAC
002331	Mouds Bog SAC	Kildare	590.94	SAC
002332	Coolrain Bog SAC	Laois	145.89	SAC
002337	Crosswood Bog SAC	Westmeath	206.52	SAC
002340	Moneybeg And Clareisland Bogs SAC	Meath	63.69	SAC
002340	Moneybeg And Clareisland Bogs SAC	Westmeath	300.47	SAC
002342	Mount Hevey Bog SAC	Meath	238.27	SAC
002342	Mount Hevey Bog SAC	Westmeath	245.31	SAC
002346	Brown Bog SAC	Longford	76.65	SAC
002348	Clooneen Bog SAC	Longford	214.93	SAC
003000	Rockabill to Dalkey Island SAC	Dublin	27313.8 6	SAC
003015	Codling Fault Zone SAC	Dublin	2982.23	SAC
002274	Wicklow Reef SAC	Wicklow	1532.56	SAC
000869	Lisbigney Bog SAC	Laois	35.59	SAC
000919	Ridge Road, SW of Rapemills SAC	Offaly	6.24	SAC
002141	Mountmellick SAC	Laois	2.03	SAC
002147	Lisduff Fen SAC	Offaly	30.83	SAC
002236	Island Fen SAC	Offaly	12.02	SAC
002256	Ballyprior Grassland SAC	Laois	44.18	SAC
000717	Deputy's Pass Nature Reserve SAC	Wicklow	47.88	SAC
001757	Holdenstown Bog SAC	Wicklow	4.05	SAC
002121	Lough Lene SAC	Westmeath	490.74	SAC
002313	Ballymore Fen SAC	Westmeath	42.71	SAC
000925	The Long Derries, Edenderry SAC	Offaly	30.37	SAC
000575	Ferbane Bog SAC	Offaly	151.90	SAC
002336	Carn Park Bog SAC	Westmeath	247.15	SAC
002341	Ardagullion Bog SAC	Longford	116.44	SAC
000585	Sharavogue Bog SAC	Offaly	236.39	SAC

000679	Garriskil Bog SAC	Westmeath	351.29	SAC
002201	Derragh Bog SAC	Westmeath	37.62	SAC
002202	Mount Jessop Bog SAC	Longford	71.92	SAC
002203	Girley (Drewstown) Bog SAC	Meath	32.27	SAC
002205	Wooddown Bog SAC	Westmeath	49.86	SAC
000391	Ballynafagh Bog SAC	Kildare	155.23	SAC
002333	Knockacoller Bog SAC	Laois	129.27	SAC
000576	Fin Lough (Offaly) SAC	Offaly	73.98	SAC
000581	Moyclare Bog SAC	Offaly	129.95	SAC
000580	Mongan Bog SAC	Offaly	206.51	SAC
001818	Lough Forbes Complex SAC	Longford	1333.82	SAC

Site Code	Site Name	County	Ha	Designation
004006	North Bull Island SPA	Dublin	1943.47	SPA
004014	Rockabill SPA	Dublin	5227.09	SPA
004015	Rogerstown Estuary SPA	Dublin	645.35	SPA
004016	Baldoyle Bay SPA	Dublin	262.65	SPA
004017	Mongan Bog SPA	Offaly	129.33	SPA
004024	South Dublin Bay and River Tolka Estuary SPA	Dublin	2193.17	SPA
004025	Broadmeadow/Swords Estuary SPA	Dublin	764.63	SPA
004026	Dundalk Bay SPA	Louth	13237.90	SPA
004040	Wicklow Mountains SPA	Dublin	1367.64	SPA
004040	Wicklow Mountains SPA	Wicklow	28646.67	SPA
004043	Lough Derravaragh SPA	Westmeath	1130.09	SPA
004044	Lough Ennell SPA	Westmeath	1397.66	SPA
004045	Glen Lough SPA	Longford	24.43	SPA
004045	Glen Lough SPA	Westmeath	57.84	SPA
004046	Lough Iron SPA	Westmeath	933.35	SPA
004047	Lough Owel SPA	Westmeath	1118.64	SPA
004061	Lough Kinale and Derragh Lough SPA	Longford	214.45	SPA
004061	Lough Kinale and Derragh Lough SPA	Westmeath	28.92	SPA
004063	Poulaphouca Reservoir SPA	Kildare	30.41	SPA
004063	Poulaphouca Reservoir SPA	Wicklow	1979.09	SPA
004064	Lough Ree SPA	Longford	3934.95	SPA
004064	Lough Ree SPA	Westmeath	3609.85	SPA
004065	Lough Sheelin SPA	Meath	453.30	SPA
004065	Lough Sheelin SPA	Westmeath	323.71	SPA
004069	Lambay Island SPA	Dublin	599.30	SPA
004078	Carlingford Lough SPA	Louth	595.12	SPA
004080	Boyne Estuary SPA	Louth	407.46	SPA
004080	Boyne Estuary SPA	Meath	185.97	SPA
004086	River Little Brosna Callows SPA	Offaly	407.00	SPA
004091	Stabannan-Braganstown SPA	Louth	251.89	SPA

004096	Middle Shannon Callows SPA	Offaly	1979.10	SPA
004096	Middle Shannon Callows SPA	Westmeath	333.38	SPA
004101	Ballykenny-Fisherstown Bog SPA	Longford	1195.60	SPA
004102	Garriskil Bog SPA	Westmeath	324.11	SPA
004103	All Saints Bog SPA	Offaly	322.64	SPA
004113	Howth Head Coast SPA	Dublin	207.73	SPA
004117	Ireland's Eye SPA	Dublin	214.43	SPA
004122	Skerries Islands SPA	Dublin	217.12	SPA
004127	Wicklow Head SPA	Wicklow	195.05	SPA
004137	Dovegrove Callows SPA	Offaly	124.51	SPA
004158	River Nanny Estuary and Shore SPA	Meath	229.68	SPA
004160	Slieve Bloom Mountains SPA	Laois	15114.24	SPA
004160	Slieve Bloom Mountains SPA	Offaly	6660.23	SPA
004172	Dalkey Islands SPA	Dublin	83.04	SPA
004186	The Murrough SPA	Wicklow	940.78	SPA
004232	River Boyne and River Blackwater SPA	Louth	4.14	SPA
004232	River Boyne and River Blackwater SPA	Meath	423.66	SPA
004232	River Boyne and River Blackwater SPA	Westmeath	23.95	SPA
004233	River Nore SPA	Laois	111.03	SPA

Site Code	Site Name	County	Ha	Designation
000422	Aghnamona Bog NHA	Longford	62.97	NHA
000564	River Little Brosna Callows NHA	Offaly	570.62	NHA
000565	Clonydonnin Bog NHA	Offaly	76.54	NHA
000565	Clonydonnin Bog NHA	Westmeath	61.54	NHA
000570	Black Castle Bog NHA	Offaly	167.70	NHA
000652	Monaincha Bog/Ballaghmore Bog NHA	Laois	93.33	NHA
000674	Ballynagrenia And Ballinderry Bog NHA	Westmeath	287.38	NHA
000677	Cloncrow Bog (New Forest) NHA	Westmeath	234.33	NHA
000684	Lough Derravaragh NHA	Westmeath	1408.36	NHA
000691	Rinn River NHA	Longford	239.16	NHA
000694	Wooddown Bog NHA	Westmeath	196.54	NHA
000890	Cangort Bog NHA	Offaly	105.91	NHA
000921	Screggan Bog NHA	Offaly	179.65	NHA
000985	Lough Kinale And Derragh Lough NHA	Longford	318.83	NHA
000985	Lough Kinale And Derragh Lough NHA	Westmeath	40.17	NHA
001218	Skerries Islands NHA	Dublin	217.21	NHA
001324	Jamestown Bog NHA	Meath	201.24	NHA
001388	Carbury Bog NHA	Kildare	131.23	NHA
001393	Hodgestown Bog NHA	Kildare	128.98	NHA
001423	Cloonageeher Bog NHA	Longford	147.97	NHA
001448	Forthill Bog NHA	Longford	121.98	NHA
001450	Mount Jessop Bog NHA	Longford	147.54	NHA

001580	Girley Bog NHA	Meath	146.39	NHA
001582	Molerick Bog NHA	Meath	88.58	NHA
001725	Nure Bog NHA	Westmeath	225.36	NHA
001812	Lough Garr NHA	Westmeath	218.99	NHA
002033	Daingean Bog NHA	Offaly	179.59	NHA
002323	Milltownpass Bog NHA	Westmeath	118.40	NHA
002355	Hawkswood Bog NHA	Offaly	135.31	NHA
002357	Clonreher Bog NHA	Laois	184.49	NHA
Site Number	Site Name	County	Ha	Designation
335	Slieve Bloom Mountains	Offaly, Laois	2,230	Ramsar
406	North Bull Island	Dublin	1,436	Ramsar
412	Rogerstown Estuary	Dublin	195	Ramsar
413	Baldoyle Bay	Dublin	203	Ramsar
415	Clara Bog	Offaly	460	Ramsar
416	Mongan Bog	Offaly	127	Ramsar
417	Raheenmore Bog	Offaly	162	Ramsar
474	Pollardstown Fen	Kildare	130	Ramsar
832	Sandymount Strand/Tolka Estuary	Dublin	654	Ramsar
833	The Broadmeadow Estuary	Dublin	546	Ramsar
834	Dundalk Bay	Louth	4,768	Ramsar
847	Lough Derravaragh	Westmeath	1,120	Ramsar
848	Lough Ennell	Westmeath	1,404	Ramsar
849	Lough Glen	Westmeath	81	Ramsar
850	Lough Iron	Westmeath	182	Ramsar
851	Lough Owel	Westmeath	1,032	Ramsar

Appendix G

Glossary

Action Plan for Rural Development

Strategy developed by the Government aimed at unlocking the potential of rural Ireland through a framework of supports at national and local level.

Cluster

A concentration of economic activities.

Cluster initiatives (or clustering)

Actions that create, maintain, or upgrade an economic stronghold, by strengthening linkages or facilitating collective action to improve the cluster-specific business environment. Modern cluster policies aim to put in place a favourable business ecosystem for innovation and entrepreneurship in which new players can emerge and thus new value chains and emerging industries.

County/City Development Plan (CDP)

A County or City Development Plan is a 6 year strategic plan prepared by a Local Authority setting out the overall planning strategy and policies for that period.

Disruptive Technology

A disruptive technology is a new technology which displaces an established technology and has implications for the relevant industry or product.

Dublin Belfast Economic Corridor

The largest economic agglomeration on the island of Ireland, with the cities and towns along the corridor home to a population of around 2 million people, exclusive of wider catchments. The corridor links the two largest cities and several of the largest towns on the island by high-capacity road and national rail links and plays a critical role in supporting economic growth and competitiveness. Drogheda-Dundalk-Newry play an important role with growth potential and for regional development.

Dublin Regional Enterprise Strategy

The Dublin Regional Enterprise Strategy provides a coherent and coordinated approach to promoting enterprise, employment and entrepreneurial activities in the Dublin Region for the period 2017-2019

Economic Engine (see spatial economic drivers)

Highly urbanised locations, or cities of large scale that provide opportunities for greater economic growth and competitiveness that may spillover to adjacent locations.

Economic Resilience

The capacity of an economy to reduce vulnerabilities, to resist shocks and to recover quickly.

Ecosystem Services Approach

An ecosystems approach is a set of principles that can be applied to any plan or decision that may positively or negatively affect the environment, whether directly or indirectly. It is about making sure that we recognise and sustain the benefits provided by the environment whilst delivering other economic and social goals. The steps needed to implement an ecosystems approach can be summarised in three main principles:

a) Consider natural systems - by using knowledge of interactions in nature and how ecosystems function.

b) Take account of the services that ecosystems provide - including those that underpin social and economic well-being, such as flood and climate regulation, resources for food, fibre or fuel, or for recreation, culture and quality of life.

c) Involve people - those who benefit from the ecosystem services and those managing them need to be involved in decisions that affect them. Their knowledge will often be central to success. Public participation should go beyond consultation to become real involvement in decision-making.¹

EMRA

Eastern & Midland Regional Assembly

Enterprise 2025 Renewed

Ireland's national enterprise strategy

European Regional Development Fund (ERDF)

A European level fund that aims to redress regional imbalances in the European Union by funding certain initiatives.

Europe 2020

The European Union's strategy for growth and jobs, emphasising smart sustainable and inclusive growth as a way to overcome the structural weaknesses in Europe's economy, improve its competitiveness and productivity and underpin a sustainable social market economy.

Filtered permeability

Filtered permeability refers to the provision of a competitive advantage to walking and cycling by creating or maintaining linkages for these modes in the absence of links for motorised transport. In other words, for any trip in a built up environment, it should be most direct by walking and cycling, but not necessarily by car.

Green Infrastructure

Green infrastructure can be broadly defined as a strategically planned network of high quality natural and semi-natural areas with other environmental features, which is designed and managed to deliver a wide range of ecosystem services and protect biodiversity in both rural and urban settings.

Greenway

A recreational or pedestrian corridor for non-motorised journeys development in an integrated manner which enhances both the environment and quality of life of the surrounding area.

Higher intensity industrial lands

Higher intensity industrial lands are lands where the industrial processes that are being carried out are of a nature that may impact on neighbouring amenities by virtue of noise, vibration, odour, fumes, smoke, dust etc.

¹ <https://www.gov.scot/publications/applying-ecosystems-approach-land-use-information-note/pages/1/>

Ireland 2040 – National Planning Framework (NPF)

The Government's high level strategic plan for shaping the future growth and development of Ireland out to the year 2040.

Large-scale trip intensive development

Large-scale trip intensive development is a form of development that, by nature of either the intensity of the process being carried out or by the attraction characteristics of the process or product, is likely to generate a significant number of transport trips to that location.

Low intensity industrial lands

Low intensity industrial lands are lands where the industrial processes that are being carried out are of such a nature that they could be carried out without detriment to a neighbour by reason of noise, vibration, odour, fumes, smoke, dust etc.

Local Economic and Community Plan (LECP)

A 6 year plan prepared at local authority level that sets out the objectives and actions needed to promote and support the economic and community development of the relevant local authority area.

Local Enterprise Office

A Local Authority facility that aims to provide advice, information and support for business, particularly focussed on start-ups.

National Adaptation Framework

National strategy to reduce the vulnerability of the country to the negative effects of climate change and to avail of positive impacts.

National Development Plan 2018-2027 (NDP)

The Government's capital expenditure plan for the period 2018-2027, integrated with the NPF.

National Strategic Outcome (NSO)

10 overarching shared sets of goals that have been identified in the NPF

Nomenclature of Territorial Units for Statistics (NUTS)

The subdivision on a regional scale of the European Union. There is a 3 tier hierarchy with NUTS 1 relating to major socio-economic regions, NUTS 2 relating to basic regions and NUTS 3 relating to smaller regional areas.

Regional Action Plan for Jobs (RAPJ)

An action plan published by the department of Business, Enterprise and Innovation aimed at raising employment levels in the regions and facilitating them to achieve their economic potential

Regional Enterprise Development Fund (REDF)

Competitive funding set up by Government and led by Enterprise Ireland to support significant regional initiatives to build on social strengths and/or to better leverage identified resources to improve enterprise capability

Rural Regeneration and Development Fund (RRDF)

As part of the NPF, Government commitment to providing an additional €1 billion rural regeneration and development fund for the period 2019-2027.

Smart City

Although there is no single definition, at its simplest, the concept envisages a smart city as one that has digital technology embedded across all city functions

Smart Specialisation Strategy

It is a place-based approach characterised by the identification of strategic areas for intervention based both on the analysis of the strengths and potential of the economy and on an Entrepreneurial Discovery Process (EDP) with wide stakeholder involvement. It is outward-looking and embraces a broad view of innovation including but certainly not limited to technology-driven approaches, supported by effective monitoring mechanisms.

Spatial planning

Spatial planning refers to the discipline of guiding the strategic direction of development in a given geographic area and influencing the distribution of people and activities.

Spatial economic drivers (See economic engine)

Significant concentrations of people and human activity, which by reaching critical mass, enable dwellers people and enterprises to enjoy advantages such as access to a wide variety of goods and services, location economies and gains in productivity. Nevertheless, disadvantages may arise due to emerging issues, such as congestions.

Strategic Planning Area (SPA)

Regional Assembly areas are broken into Strategic Planning Areas to align with European NUTS III level. The EMR has 3 SPAs; Dublin, Eastern and Midlands.

TEN-T Network

Trans-European transport network policy directed towards the development of a Europe-wide network of roads, railway lines, inland waterways, maritime shipping routes, ports airports and road-rail terminals.

United Nations Sustainable Development Goals

The Sustainable Development Goals developed by the United Nations are a blueprint to achieve a better and more sustainable future for all. They address the global challenges being faced, including those related to poverty, inequality, climate, environmental degradation, prosperity, and peace and justice.

Urban Regeneration and Development Fund

As part of the NPF, Government commitment to provide €2 billion to support the compact growth and sustainable development of Ireland's five cities and other large urban centres

Acronyms used

AA – Appropriate Assessment

CDP – County or City Development Plan

DBEI – Department of Business, Enterprise and Innovation

DCCAE – Department of Communication, Climate Action and Environment

DFAT – Department of Foreign Affairs and Trade

EDT – Ecosystem Development Teams

EI – Enterprise Ireland

EMR – Eastern & Midland Region

ERDF - European Regional Development Fund

ESRI- Economic and Social Research Institute

FDI – Foreign Direct Investment

GDA- Greater Dublin Area

HEI – Higher Education Institution

HPA – Health Place Audit

ICT- Information and Communications Technology

IDA – Industrial Development Authority

IGEES – Irish Government Economic and Evaluation Service

IoTs – Institutes of Technology

LECP – Local Economic and Community Plan

LEOs – Local Enterprise Offices

NPF – National Planning Framework

NSC – National Skills Council

NSO – National Strategic Outcome

NDP – National Development Plan

N&W – Northern & Western Region

RAPJ – Regional Action Plan for Jobs

REDF – Regional Enterprise Development Fund

RSES – Regional Spatial and Economic Strategy

RSO – Regional Strategic Outcome

RPO – Regional Policy Objective

RRDF – Rural Regeneration and Development Fund

SEA – Strategic Environmental Assessment

SPA – note dual use Strategic Planning Area and Special Protection Area

SR – Southern Region

TEEB – The Economics of Ecosystems and Biodiversity

URDF – Urban Regeneration and Development Fund

Appendix H

Initial Flood Relief Schemes

Schemes with estimated cost greater than €15m

County	Measure
Louth	Carlingford & Greencore Scheme
Louth	Dundalk and Blackrock South Scheme
Louth	Drogheda Scheme

Schemes with an estimated cost between €1m and €15m

County	Measure
Dublin Laois Portarlington Scheme	Loughlinstown Scheme
Kildare	Naas Scheme
Laois	Mountmellick Scheme
Laois	Portarlington Scheme

Schemes with an estimated cost below €1m

County	Measure
Kildare	Leixlip Scheme
Laois	Clonaslee Scheme
Louth	Ardee Scheme
Meath	Mornington Scheme
Offaly	Rahan Scheme
Wicklow	Avoca Scheme

Appendix I

List of Regional Policy Objectives

Chapter 3 Growth Strategy	
3.1	Key stakeholders including Local authorities in the Region shall, through their policies and objectives including development plans, commit to the delivery of the Growth Strategy as detailed in the RSES.
3.2	Local authorities, in their core strategies shall set out measures to achieve compact urban development targets of at least 50% of all new homes within or contiguous to the built up area of Dublin city and suburbs and a target of at least 30% for other urban areas.
3.3	Local authorities shall, in their core strategies, identify regeneration areas within existing urban settlements and set out specific objectives relating to the delivery of development on urban infill and brownfield regeneration sites in line with the Guiding Principles set out in the RSES and to provide for increased densities as set out in the 'Sustainable Residential Development in Urban Areas', 'Sustainable Urban Housing; Design Standards for new Apartment's Guidelines' and the 'Urban Development and Building Heights Guidelines for Planning Authorities'.
3.4	Ensure that all plans, projects and activities requiring consent arising from the Regional Spatial and Economic Strategy are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate. In addition, the future strategic development of settlements throughout the Region will have full cognisance of the legal requirements pertaining to sites of International Nature Conservation Interest.
3.5	Identification of suitable employment and residential lands and suitable sites for infrastructure should be supported by a quality site selection process that addresses environmental concerns such as landscape, cultural heritage, ensuring the protection of water quality, flood risks and biodiversity as a minimum.
3.6	City and county development plans shall undergo assessment of their impact on carbon reduction targets and shall include measures to monitor and review progress towards carbon reduction targets.
3.7	Local authorities shall have regard to environmental and sustainability considerations for meeting sustainable development targets and climate action commitments, in accordance with the National Adaptation Framework. In order to recognise the potential for impacts on the environment, Local authorities shall address the proper site/route selection of any new development and examine environmental constraints including but not limited to biodiversity, flooding, landscape, cultural heritage, material assets, including the capacity of services to serve any new development.

Chapter 4 People and Place	
4.1	In preparing core strategies for development plans, local authorities shall determine the hierarchy of settlements in accordance with the hierarchy, guiding principles and typology of settlements in the RSES, within the population projections set out in the National Planning Framework to ensure that towns grow at a sustainable and appropriate level, by setting out a rationale for land proposed to be zoned for residential, employment and mixed-use development across the Region. Core Strategies shall also be developed having regard to the infill/brownfield targets set out in National Planning Framework National Policy Objectives 3a-3c.
4.2	Infrastructure investment and priorities shall be aligned with the spatial planning strategy of the RSES. All residential and employment developments should be planned on a phased basis in collaboration with infrastructure providers so as to ensure adequate capacity for services (e.g. water supply, wastewater, transport, broadband) is available to match projected demand for services and that the assimilative capacity of the receiving environment is not exceeded.
4.3	Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin city and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.
4.4	<p>A cross boundary statutory Joint Urban Area Plan (UAP) for the Regional Growth Centre of Athlone shall be jointly prepared by Westmeath and Roscommon County Councils in collaboration with EMRA and NWRA. The UAP will support, the development of Athlone as an attractive, vibrant and highly accessible Regional Centre and economic driver for the centre of the Country.</p> <p>The Joint UAP will identify Athlone’s functional urban area and outline a boundary for the plan area, in addition to the identification of strategic housing and employment development areas and the infrastructure investment requirements to promote greater coordination and sequential delivery of serviced lands for development.</p>
4.5	Promote Athlone as a key location for regional economic development supporting the provision of increased employment through the expansion of the existing enterprise ecosystem in Athlone and smart specialisation, that have developed through collaboration with the relevant enterprise agencies including the IDA, Athlone Institute of Technology and the Midlands Innovation and Research Centre and support the provision of physical infrastructure and zoned lands to realise the phased delivery of strategic employment lands in central accessible locations.
4.6	Support the role of Athlone Institute of Technology as a centre of excellence for education and in achieving its status as a Technological University.

4.7	Support the development of a cross sectoral approach to promote Athlone as a key tourism destination in the Midlands, building on Fáilte Ireland's Hidden Heartlands brand and the forthcoming Shannon Tourism Masterplan to develop the recreation and amenity potential of waterways including the River Shannon and Lough Ree and the development of a greenway network including the Galway to Dublin Cycleway.
4.8	Support the regeneration of underused town centre and brownfield / infill lands along with the delivery of existing zoned and serviced lands to facilitate significant population growth and achieve sustainable compact growth targets of 30% of all new homes to be built within the existing built up urban area.
4.9	Support ongoing implementation of flood risk management and flood alleviation measures to facilitate the growth of Athlone.
4.10	Support the development of joint economic, transport and retail plans by Westmeath and Roscommon County Councils in collaboration with, and where appropriate, relevant Local authorities and relevant agencies, to facilitate the growth of Athlone as a regional economic driver.
4.11	A cross boundary statutory Joint Urban Area Plan (UAP) for the Regional Growth Centre of Drogheda shall be jointly prepared by Louth and Meath County Councils in collaboration with EMRA. The UAP will support, the development of Drogheda as an attractive, vibrant and highly accessible Regional Centre and economic driver. The Joint UAP will identify a functional urban area and plan boundary for the plan area and strategic housing and employment development areas and infrastructure investment requirements to promote greater coordination and sequential delivery of serviced lands for development.
4.12	Support the role of Drogheda Docklands and Port in particular by: <ul style="list-style-type: none"> i. Supporting and protecting the role of Drogheda Port as a port of regional significance ii. Facilitate relocation of Drogheda Port subject to a feasibility study and appropriate coastal zone management. iii. Supporting the future development of the Port Access Northern Cross Route (PANCR).
4.13	Promote and enhance cross-border interactions to realise the growth potential of Drogheda-Dundalk-Newry as an important cross-border network for regional development
4.14	Promote self-sustaining economic and employment based development opportunities to match and catch-up on rapid phases of housing delivery in recent years to provide for employment growth and reverse commuting patterns.
4.15	Promote Drogheda as an urban tourism destination while protecting its natural and built heritage resources with a particular focus on capitalising on the following assets: <ul style="list-style-type: none"> • The town's role as a gateway to the Boyne Valley heritage sites and World Heritage site at Brú Na Bóinne • Amenity potential of the River Boyne including the Boyne Greenway • Fáilte Ireland Ireland's Ancient East designation.

4.16	Support social inclusion measures including the revitalisation of areas by physical regeneration, planning, investment and community development and measures to improve educational attainment levels, up skilling in key competencies and skills acquisition.
4.17	Support the proposed Drogheda Flood Relief Scheme, subject to the outcome of the planning process and appropriate environmental assessment.
4.18	Enhance Drogheda's role as a strategic employment centre on the Dublin-Belfast Economic Corridor and provide for employment opportunities through identification of suitable sites for new industry including FDI.
4.19	A statutory Urban Area Plan (UAP) shall be prepared by Louth County Council for the Regional Growth Centre of Dundalk in collaboration with the EMRA. The UAP will support the development of Dundalk as an attractive, vibrant and highly accessible Regional Centre and economic driver. The UAP will identify a functional urban area and plan boundary for the plan area and strategic housing and employment development areas and infrastructure investment requirements to promote greater coordination and sequential delivery of serviced lands for development.
4.20	Promote and enhance cross-border interactions to realise the growth potential of Drogheda-Dundalk-Newry as an important cross-border network for regional development.
4.21	Enhance Dundalk's role as a strategic employment centre on the Dublin-Belfast Economic Corridor and provide for employment opportunities through identification of suitable sites for new industry including FDI.
4.22	Support the role of Dundalk Institute of Technology as a centre of excellence for education.
4.23	Enhance potential for economic development and regeneration at Dundalk Port / Harbour area subject to a feasibility study and appropriate coastal zone management.
4.24	Support social inclusion measures including the revitalisation of areas by physical regeneration, planning, investment and community development and measures to improve educational attainment levels, up skilling in key competencies and skills acquisition.
4.25	Support the proposed Dundalk Flood Relief Scheme, subject to the outcome of appropriate environmental assessment and the planning process.
4.26	Core strategies in Local Authority development plans shall support objectives to achieve a minimum of 30% of development in key towns by way of compact growth through identification of key sites for regeneration.
4.27	Key Towns shall act as economic drivers and provide for strategic employment locations to improve their economic base by increasing the ratio of jobs to workers.

4.28	Support the continued development of Swords as a vibrant Key Town with a thriving economy; an integrated public transport network; an attractive and highly accessible built environment with the highest standards of housing, employment, services, recreational amenities and community facilities
4.29	Support the regeneration of underused town centre lands along with the planned and sequential infill opportunities to provide for high density and people intensive uses in accessible locations that are accessible to high quality transport, existing and planned, and to support the preparation of a Local Area Plan for the strategic landbank at Lissenhall for the longer-term development of Swords
4.30	Facilitate the strategic regeneration of Swords to build on the resilience of the local economy and provide for an enhanced urban environment with a particular focus on the development of Swords Civic Centre and Cultural Centre, the delivery of the conservation plan for Swords Castle, and the delivery of an enhanced public realm in the town centre and to promote recreational and amenity uses in accordance with a healthy placemaking strategy.
4.31	Support Swords-Dublin Airport as a key location for airport related economic development and employment provision linked to the protection and enhancement of access to Dublin Airport lands including the delivery of Metrolink.
4.32	Encourage transition towards sustainable and low carbon transport modes in Swords through the provision of high quality walking and cycling permeability offering direct routes to local destination and public transportation hubs.
4.33	Support the continued development of Maynooth, co-ordinated with the delivery of strategic infrastructure including pedestrian and cycle linkages within the town and to the Royal Canal Greenway, DART expansion and road linkages forming part of the Maynooth Outer Orbital Route in a manner which supports future development and population growth and builds on synergies with Maynooth University promoting a knowledge-based economy
4.34	Support Maynooth as a key town to act as an economic driver for north Kildare and provide for strategic employment at key locations to improve the economic base of the town and provide for an increased number of local jobs.
4.35	A cross boundary Joint Urban Area Plan (LAP) shall be prepared by Kildare County Council and Meath County Council to provide a co-ordinated planning framework for the Maynooth area. The Joint UAP shall identify a boundary for the plan area, strategic housing and employment development areas and infrastructure investment requirements and promote greater co-ordination and sequential delivery of serviced lands for development.

4.36	To promote the consolidation of the town centre with a focus on the regeneration of underused buildings and strategic sites and the establishment of residential uses to encourage greater vibrancy outside of business hours and the enhancement of the public realm.
4.37	Support the continued development of Bray including the enhancement of town centre functions, development of major schemes at the former Bray golf course and Bray harbour, along with increased employment opportunities and co-ordination between Wicklow County Council, Dún Laoghaire Rathdown County Council, and the transport agencies to facilitate the delivery of key infrastructure required for the westward extension of the town, including Bray-Fassaroe public transport links and road improvements.
4.38	Support the development of Bray as a strategic employment location with a particular focus on attracting high value investment in 'people' based industries at accessible locations, along with the development of the strategic IDA site at Greystones, in order to increase the number of local jobs.
4.39	To promote the consolidation of the town centre with a focus on placemaking and the regeneration of strategic sites to provide for enhanced town centre functions and public realm, in order to increase Bray's attractiveness as a place to live, work, visit and invest in.
4.40	To support ongoing investment in public transport infrastructure, including the appraisal, planning and design of the LUAS extension to Bray. The development of Bray-Fassaroe should be undertaken in collaboration between Wicklow County Council, Dún Laoghaire-Rathdown County Council and the transport agencies to ensure the delivery of enabling transportation infrastructure and services.
4.41	Encourage transition towards sustainable and low carbon transport modes through the promotion of alternative modes of transport and 'walkable communities' whereby a range of facilities and services will be accessible within short walking or cycling distance.
4.42	Support the delivery of road infrastructure to release strategic residential and employment lands for sustainable development and to improve connectivity and the efficient movement of people and services in the town.
4.43	Support the implementation of the Public Realm Plan 'Navan 2030' to make the town a more attractive place to live, shop, visit, and do business.
4.44	Support development of a regional hospital to serve the north east of the country.
4.45	Support the extension of the Boyne Greenway to include Navan to promote sustainable transport choices and as a recreation asset for the town, subject to the outcome of the planning process and environmental assessments.

4.46	Key Towns shall act as economic drivers and provide for strategic employment locations to improve their economic base by increasing the ratio of jobs to workers.
4.47	Support the development of strategic employment lands on the Trim Road in Navan, subject to the outcome of appropriate environmental assessment and the planning process.
4.48	Promote the improvement of the transport network within and serving Naas town, including delivery of a robust and efficient walking and cycling and bus network with strong links to Sallins Railway Station, key destinations within the town and to the North West Quadrant and town centre area.
4.49	Support the development of the Grand Canal for amenity, recreation and sustainable transport purposes including the Naas to Sallins and Naas to Corbally harbour greenways and linking these to the national Grand Canal Greenway.
4.50	Regeneration and consolidation of the historic centre to improve the retail and commercial functions of the town core, with enhanced permeability and sustainable mobility within the town centre and improve links between the core and surrounding residential and employment areas through the further development of walking and cycling routes and improved public transport.
4.51	Strengthen the local employment base including through the development of MERITS, Millennium Park in the North West Quadrant and the regeneration of underutilised lands including industrial lands in the north east of the town.
4.52	Support the delivery of new and enhanced public transport infrastructure in Naas and Sallins, including Park and Ride and interchange facilities as identified by the NTA and Kildare County Council.
4.53	Support an enhanced role and function of Naas as the County town of Kildare, particularly as a hub for high quality employment, residential and amenities.
4.54	Support an enhanced role and function of Wicklow-Rathnew as the County town, particularly as a hub for employment, training and education.
4.55	Support Wickow-Rathnew's role in the provision of third level education at the Wicklow County Campus Rathnew (in association with Institute of Technology Carlow) and in particular, to support the development of the campus as a hub for the Film Industry and Screen Content Creation Sector.
4.56	Support enhancement and expansion of Wicklow port and harbour, to expand commercial berthing and pleasure craft capacity subject to a feasibility study with particular focus on avoiding adverse impacts on the integrity of adjacent European Sites.

4.57	Support the development of Wicklow-Rathnew as a tourism hub having regard to its accessibility to key tourist destinations in the Region.
4.58	To support ongoing investment in rail infrastructure to ensure its continued renewal, maintenance and improvement to a high level to ensure high quality of frequency, safety, service, accessibility and connectivity.
4.59	To enhance accessibility and sustainable mobility within the town centre by improving links between the core and surrounding areas through the further integration of public transport, walking and cycling facilities.
4.60	Support the development of Longford as a tourism hub having regard to its accessibility to key attractions such as Center Parcs, and cross regional recreational opportunities such as the Royal Canal Dublin to Westport Greenway, and the town's location on the Rebel Longford Trail.
4.61	Support social inclusion measures including the revitalisation of areas by physical regeneration, planning, investment and community development and measures to improve educational attainment levels, up skilling in key competencies and skills acquisition.
4.62	Support the plan-led development and regeneration of publicly owned land banks in the town for residential, employment, education, community, cultural and recreational opportunities and the consolidation of the town centre and the enhancement and linking of Brownfield and outlying sites to the town centre, with a focus on the regeneration of underused buildings and strategic sites.
4.63	Support Longford Town as a strategic portal to the northwest and south in recognition of its location at the junction of the N55; M4/N4 Dublin/Sligo and N5; due to its proximity to the regional growth centre of Athlone; and support its role as a strategic employment centre.
4.64	Support Mullingar's role as a tourism hub having regard to its accessibility to key tourist destinations in the Region including proximity to natural amenities and recreational opportunities including the Galway to Dublin Greenway.
4.65	Promote the plan led development and regeneration of publicly owned land banks in the town for employment, education, community, cultural and recreational opportunities and to support the economic development and regeneration of the town centre
4.66	Support the development and expansion of the Midlands Regional Hospital including any necessary supporting infrastructure

4.67	Support Mullingar's role as an important employment hub by promoting economic development and clustering of related enterprises
4.68	Support Tullamore's role as a tourism hub and development as a Tourism Destination Town having particular regard to its distilling heritage and industry and accessibility to key tourist destinations, natural amenities and recreational opportunities including the Grand Canal Greenways, Lough Boora Discovery Park, Slieve Bloom Mountains and peatlands. This is coupled with support for Tullamore as a service hub for the 'Midlands Cycle destination – Offaly' and the recognition of the settlement's potential as a conferencing and event hub, given the town's central location, accessibility and experience of event provision.
4.69	Support the role of Tullamore as a major employment centre with key assets being its existing positive jobs to resident employee ratio, excellent quality of life and future strategic development sites, with support for the provision of enabling and facilitative infrastructural development to complement this role.
4.70	To examine the need for complementary third level outreach educational facilities at Tullamore, particularly with regard to support for Tullamore Regional Hospital and where appropriate, its continued development as a Teaching/University Hospital, together with potential for linkages to existing and new med-tech businesses and research facilities.
4.71	Support delivery of the Portlaoise Regeneration and Development Demonstration Project and assist the Local Authority in seeking funding opportunities for delivery of regeneration development.
4.72	Support transition of Portlaoise to a low carbon town centre by reducing car use and promoting walking and cycling and improving the mix of uses within the town centre.
4.73	Support the vision and objectives of the J17 National Enterprise Park Masterplan, where appropriate, which aims to deliver a viable economic zone within Portlaoise which will accommodate a range of potential businesses and industries whilst having regard to spatial planning, infrastructural, environmental and transportation requirements and compatibility with adjoining land uses. This is subject to compliance with the requirements of the SEA, Habitats and Floods Directive.
4.74	Support the development and expansion of the Midlands Regional Hospital at Portlaoise.

4.75	A cross-boundary Joint Local Area Plan (LAP) shall be prepared for Carlow by Carlow County Council and Laois County Council having regard to its location within the combined functional area of both local authorities. The Joint LAP shall provide a coordinated planning framework to identify and deliver strategic sites and regeneration areas for the future physical, economic and social development of Carlow/Graigucullen to ensure it achieves targeted compact growth of a minimum of 30% and ensure a co-ordinated approach is taken to the future growth and development of the combined urban area, ensuring that it has the capacity to grow sustainably and secure investment as a Key Town. The Joint LAP shall identify a boundary for the plan area and strategic housing and employment development areas and infrastructure investment requirements to promote greater co-ordination and sequential delivery of serviced lands for development. Regard shall be had to the respective housing, retail and other Local Authority strategies that may be in place.
4.76	Support the sustainable development of environmentally sensitive, low intensity amenity development associated with the Barrow Blueway subject to compliance with the Habitats and Birds Directive and Floods Directive.
4.77	In development plan policy local authorities shall prioritise the regeneration of rural towns and villages through identification of significant regeneration projects for rural villages and rural areas which could harness untapped assets with community and wider private and public sector support and investment including the Rural Regeneration and Development Fund.
4.78	Development Plans should support the development of a “New Homes in Small Towns and Villages” initiative which would augment the delivery of actions by local authorities, Irish Water, communities and other stakeholders in the provision of services and serviced sites to create “build your own home” opportunities within the existing footprint of rural settlements to provide new homes to meet housing demand.
4.79	Local authorities shall identify and provide policies that recognise the contribution that small towns, villages and rural areas contribute to social and economic wellbeing. As part of this policy provision that seeks to support and protect existing rural economies such as valuable agricultural lands to ensure sustainable food supply, to protect the value and character of open countryside and to support the diversification of rural economies to create additional jobs and maximise opportunities in emerging sectors, such as agri-business, renewable energy, tourism and forestry enterprise is supported.
4.80	Local authorities shall manage urban generated growth in Rural Areas Under Strong Urban Influence (i.e. the commuter catchment of Dublin, large towns and centres of employment) and Stronger Rural Areas by ensuring that in these areas the provision of single houses in the open countryside is based on the core consideration of demonstrable economic or social need to live in a rural area, and compliance with statutory guidelines and plans, having regard to the viability of smaller towns and rural settlements.

4.81	In rural areas outside the Rural Areas Under Strong Urban Influence local authorities shall encourage sustainable growth in areas that have experienced decline or stagnation, facilitate the provision of single houses in the countryside based on siting and design criteria for rural housing in statutory guidelines and plans, having regard to the viability of smaller towns and rural settlements.
4.82	Local authorities shall ensure that economic development that is urban in nature should be in the first instance located in urban areas.
4.83	Support the consolidation of the town and village network to ensure that development proceeds sustainably and at an appropriate scale, level and pace in line with the Core Strategies of the County Development Plans
4.84	Support the rural economy and initiatives in relation to diversification, agri business, rural tourism and renewable energy so as to sustain the employment opportunities in rural areas. In keeping with the NPF, the Eastern and Midland Regional Assembly will support the longer term strategic planning for industrial peatland areas. This may include support, where appropriate, for a Transition Team in place and preparation of a comprehensive afteruse framework plan for the peatlands and related infrastructure, which addresses environmental, economic and social issues, including employment and replacement enterprise reflecting the current transition from employment based around peat extraction.
Chapter 5 Dublin Metropolitan Area Strategic Plan (MASP)	
5.1	Support continued collaboration between infrastructure providers, state agencies and local authorities in the metropolitan area to inform cross sectoral investment plans and capital spending plans to accelerate the development of strategic development areas and secure the best use of public lands in the Dublin metropolitan area.
5.2	Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, Bus Connects and the Greater Dublin Metropolitan cycle Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned.
5.3	Future development in the Dublin Metropolitan area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.
5.4	Future development of strategic residential development areas within the Dublin Metropolitan area shall provide for higher densities and qualitative standards as set out in the 'Sustainable Residential Development in Urban Areas'[1], 'Sustainable Urban Housing; Design Standards for New Apartments' Guidelines[2], and 'Urban Development and Building Heights Guidelines for Planning Authorities'.

5.5	Future residential development supporting the right housing and tenure mix within the Dublin Metropolitan Area shall follow a clear sequential approach, with a primary focus on the consolidation of Dublin and suburbs, and the development of Key Metropolitan Towns, as set out in the Metropolitan Area Strategic Plan (MASP) and in line with the overall Settlement Strategy for the RSES. Identification of suitable residential development sites shall be supported by a quality site selection process that addresses environmental concerns.
5.6	The development of future employment lands in the Dublin metropolitan area shall follow a sequential approach, with a focus on the re-intensification of employment lands within the M50 and at selected strategic development areas and provision of appropriate employment densities in tandem with the provision of high quality public transport corridors.
5.7	Coordinate across Local Authority boundaries to identify manage, develop and protect regional green infrastructure to enhance strategic connections and develop a Green Infrastructure policy in the Dublin Metropolitan Area.
5.8	Support the promotion and development of greenway infrastructure and facilities in the Dublin metropolitan area and to support the expansion and connections between key strategic cycle routes and greenways as set out in the NTA Greater Dublin Area Cycle Network Plan.
Chapter 6 Economy and Employment	
6.1	Support the national economic agencies, Local Enterprises Offices, Regional Enterprise Plan Steering Committees, Local authorities and other relevant stakeholders, with their plans for job creation and enterprise development with an emphasis on: a) an enterprise base with increased productivity and more diversification –including diversification of their markets - with high levels of innovation, skills adaptability, and relatively low costs of doing businesses b) maintaining full-employment with unemployment rates of each Strategic Planning Area not exceeding the State average by more than one percentage point c) applying the guiding principles for strategic employment and investment prioritisation in placemaking for enterprise development presented in this RSES.
6.2	Support local authorities to ensure their LECPs and city and county development plans are sufficiently agile to account for unexpected opportunities, to accommodate valid propositions for enterprise development that may emerge and for which there are strong locational drivers that do not apply to the same extent elsewhere.
6.3	Support the effective planning and development of large centres of population and employment along the main economic corridor, in particular Drogheda and Dundalk.
6.4	Local authorities shall identify measures in LECPs for regeneration in small towns and villages cores.

6.5	Local authorities shall explore projects in LECPs for the enhancement of the competitiveness of their rural areas by supporting innovation in rural economic development and enterprise through the diversification of the rural economy into new sectors and services, including ICT-based industries and those addressing climate change and sustainability. Cross-boundary and inter-regional partnerships are encouraged and they will be supported.
6.6	Support Local authorities to explore mechanisms for the emergence of a diversified sectoral mix in rural areas. This includes the identification of appropriate locations to drive regeneration of these rural towns and villages for example by the provision of serviced sites for housing and co-working/incubator space near Institutes of Technology to facilitate technological spillovers through greater connections and linkages.
6.7	Support Local authorities to develop sustainable and economically efficient rural economies through initiatives to enhance sectors such as agricultural and food, forestry, fishing and aquaculture, energy and extractive industries, the bio-economy, tourism, and diversification into alternative on-farm and off-farm activities, while at the same time noting the importance of maintaining and protecting the natural landscape and built heritage.
6.8	To support the sustainable development of tourism in the Region in line with the strategic objectives of both the Ireland's Ancient East and Ireland's Hidden Heartlands experience brand propositions.
6.9	<p>The Regional Assembly supports the Regional Enterprise Strategies to focus on;</p> <ul style="list-style-type: none"> - Support a high level of economic success throughout the region by building on local strengths and regional innovation capacity - Position and support the growth of the Midlands as an advanced manufacturing centre of excellence - Leverage opportunities in big data and data analytics from iLOFAR. - Ensure that the Midlands is well positioned to address the challenges posed by the transition to a low carbon economy and renewable energy Increase enterprise engagement in innovation, research and development to ensure Dublin's continued competitiveness and productivity - Build a pipeline of sustainable and scalable start-ups in Dublin and provide quality support - Develop the Mid-East as a hub for the Screen Content Creation Sector - Build an ecosystem framework to support the financial services, payments and Agri-food sectors throughout the Region - Develop a network of innovative co-working spaces in the region to mitigate long commuting times, promote remote working opportunities and life-style benefits
6.10	EMRA will support the preparation of a Retail Strategy / Strategies for the Region in accordance with the Retail Planning Guidelines for Planning Authorities 2012, or any subsequent update, to update the retail hierarchy and apply floorspace requirements for the Region.

6.11	Future provisions of significant retail development within the Region shall be consistent with the Retail Planning Guidelines for Planning Authorities 2012, or any subsequent update, and the retail hierarchy for the Region, expressed in the RSES, until such time as this hierarchy is updated.
6.12	Local authorities shall include objectives in Development Plans and Local Area Plans supporting emphasis on placemaking for town centres, for example through inclusion of a Placemaking Strategy for towns and implementation of Town Centre Renewal Plans.
6.13	Local authorities shall support the preparation of Design Guidelines to provide for improvements in the appearance of streetscapes and for revitalising vacant spaces for example with cost effective, temporary uses that build on the longer-term vision for space.
6.14	EMRA will support the use of targeted financial incentives to re-establish the dominant role of town centres provided for in planning policy to encourage a greater take up of town centre development opportunities for retail, residential, commercial, and leisure uses.
6.15	Support the preparation and implementation of Visitor Experience Development Plans within the Region to underpin the overarching regional tourism brands and to deliver greater tourism benefits and to promote the natural and cultural assets of the Region.
6.16	Support working with relevant landowners and recreational/ tourism agencies to increase access to the countryside and coastal areas to ensure maintenance of the existing network.
6.17	Support the maintenance of, and enhanced access to state and semi-state lands such as National Parks, Forest Parks, Waterways, etc., together with Monuments and Historic Properties, for recreation and tourism purposes. Access should be planned and managed in a sustainable manner that protects environmental sensitivities, ecological corridors, and the ability of local infrastructure to support increased tourism.
6.18	Support the preparation and implementation of local authority tourism strategies and diaspora strategies. All tourism strategies and plans should include clear monitoring protocols to monitor the ongoing effect of tourism on sensitive features with particular focus on natural and built heritage assets.
6.19	Support the local strategies which are already in place to link the River Shannon Blueway, the Royal and Grand Canal Greenways and the proposed Barrow Blueway right across the Midlands, incorporating the towns of Longford, Athlone, Mullingar, Tullamore and Portarlington.

6.20	Support Offaly County Council, Bord na Móna and Coillte in the development of the 'Midlands Cycling Destination – Offaly'
6.21	EMRA will work with local authorities and Fáilte Ireland to identify destination towns within the Region for the prioritisation of investment and supports to drive tourism growth in the Region, to spread the benefit of tourism throughout the Region and to encourage the increase of tourism product development.
6.22	EMRA support the preparation of the Marine Spatial Plan (MSP) to ensure alignment, and consistency between land use and ocean based planning, and to ensure co-ordination which supports the protection of the marine environment and the growth of the Marine economy.
6.23	Support enterprise development agencies and LEOs on the development of industries that create and employ green technologies and take measures to accelerate the transition towards a low carbon economy and circular economy.
6.24	Support the Departments of Agriculture, Food and the Marine, and Communications Climate Action and Environment to enhance the competitiveness of the agriculture sector with an urgent need for mitigation as well as real and effective and adaptation mechanisms for the long-term sustainability of the agri-sector.
6.25	Support REPs, LEOs and local authorities to collaborate with the Regional Skills Fora managers, Higher Education Institutes, Education and Training Boards and local stakeholders to address skills shortages and lifelong learning challenges in the Region.
6.26	Support and foster the collaboration of industry and research to identify areas of research, development and innovation, and to identify projects for funding.
6.27	Support community and adult education providers who are already providing formal and non-formal education to targeted disadvantage groups and who have already identified the barriers to participation in lifelong learning such as childcare, transport and rural isolation to increase participation rates and support progression into further education and employment.
6.28	Support local authorities in the design, development and roll-out of social enterprise practices, with a strong emphasis on collaboration
6.29	Support the development of sites where high-tech and high potential start-ups (HPSU) can thrive, in conjunction with IoTs and Universities, to create collaborative and innovative growth.

6.30	Support existing smart city initiatives such as Smart Dublin and the All Ireland Smart Cities Forum and support the development of smart city programmes in Athlone, Dundalk and Drogheda.
6.31	Support enterprise development agencies and LEOs in their efforts to increase business innovation capacity, to create a distributed network of co-working hubs, to promote Ireland's Edge to strengthen linkages between Irish-owned enterprises and foreign owned enterprises, and to support existing Irish Entrepreneurs and to attract overseas entrepreneurs.
6.32	Support enterprise development agencies to map, monitor and evaluate the Region's enterprise and innovation ecosystem, benchmarking against other relevant jurisdictions nationally and internationally.
6.33	With the allocation outcomes from the competitive calls EMRA, in co-operation with the Department of Public Expenditure and Reform (DPER), will prepare a Regional Investment Plan for the Region in accordance with Project Ireland 2040 and the Public Spending Code.
6.34	EMRA will support the construction of a regional brand that is consistent with, and complementary to, current local and national branding, to promote the Region domestically and abroad.
6.35	Design and implement a framework to provide technical support to Local authorities, government agencies and regional stakeholders to develop and strengthen their 'bidding' capacity, that is their capacity to identify infrastructure deficits and opportunities, to prepare strong business cases, to identify funding sources, to bid, and successfully attract competitive funding.
6.36	Design and implement a basic framework with the CSO to build a common, up-to-date, dynamic and shared evidence base and monitoring framework at regional and local level with information on assets, economic base, settlement functions, and economic performance, to be published as open data where appropriate.
6.37	Prepare and operate an economic risk management system, with preventive action plans, considering social and environment factors.
6.38	Support enterprise agencies, REPs, LECs, Regional Skill fora and local stakeholders on their introduction of contingency plans and pilot projects based on the strengths of the Region to counteract the effects from industrial decline and potential external shocks in the Region. This may include lifelong learning programmes, appropriate business supports and upskilling to facilitate moving to alternative sectors in the locality or region, for example the Bord na Móna Regional Transition Team for a comprehensive afteruse framework plan for the peatlands.

Chapter 7 Environment

7.1	To ensure consistency and alignment between the upcoming National Maritime Spatial Plan (due in 2021) and regional approaches to marine spatial planning and to integrate the Marine Strategy Framework Directive and Marine Spatial Planning implementation into future land use plans in the Region in recognition of the opportunity to harness Ireland's ocean potential.
7.2	To achieve and maintain 'Good Environmental Status' for marine waters and to ensure the sustainable use of shared marine resources in the Region, and to promote the development of a cross-boundary and cross-border strategic management and stakeholder engagement framework to protect the marine environment.
7.3	EMRA will support the use of Integrated Coastal Zone Management (ICZM) to enable collaborative and stakeholder engagement approaches to the management and protection of coastal resources against coastal erosion, flooding and other threats.
7.4	Statutory land use plans shall take account of the risk of coastal erosion, whereby new development should be avoided in areas at risk of coastal erosion to the extent practicable.
7.5	EMRA shall work with coastal stakeholders to support the sustainable development of the national Fishery Harbour Centre in Howth and the sustainable growth of the seafood and on-shore aquaculture sector in the Region, and to ensure that marine resources are sustainably managed and that planned activities on land do not adversely affect the marine economy and environment.
7.6	Local authorities shall include in development plans, where relevant, policies for the protection and enhancement of ship wrecks and underwater cultural heritage and shall consult the Wreck Inventory of Ireland Database when assessing planning applications located in marine, riverine or lacustrine environments.
7.7	To reduce harmful emissions and achieve and maintain good air quality for all urban and rural areas in the Region and to work with Local authorities and the relevant agencies to support local data collection in the development of air quality monitoring and to inform a regional air quality and greenhouse gas emissions inventory.

7.8	Local authorities shall incorporate the objectives of the EU Environmental Noise Directive in the preparation of strategic noise maps and action plans that support proactive measures to avoid, mitigate, and minimise noise, in cases where it is likely to have harmful effects.
7.9	Local authorities shall consider measures to minimise the harmful effects of light pollution in the future provision of outdoor lighting, including improving their approach to street lighting and ensuring that new developments are lit appropriately and to ensure that environmentally sensitive areas are protected.
7.10	Support the implementation of the Water Framework Directive in achieving and maintaining at least good environmental status for all water bodies in the Region and to ensure alignment between the core objectives of the Water Framework Directive and other relevant Directives, River Basin Management plans and local authority land use Plans.
7.11	For water bodies with ‘high ecological status’ objectives in the Region, Local authorities shall incorporate measures for both their continued protection and to restore those water bodies that have fallen below high ecological status and are ‘At Risk’ into the development of local planning policy and decision making any measures for the continued protection of areas with high ecological status in the Region and for mitigation of threats to water bodies identified as ‘At Risk’ as part of a catchment-based approach in consultation with the relevant agencies. This shall include recognition of the need to deliver efficient wastewater facilities with sufficient capacity and thus contribute to improved water quality in the Region.
7.12	Future statutory land use plans shall include Strategic Flood Risk Assessment (SFRA) and seek to avoid inappropriate land use zonings and development in areas at risk of flooding and to integrate sustainable water management solutions (such as SUDS, non-porous surfacing and green roofs) to create safe places in accordance with the Planning System and Flood Risk Assessment Guidelines for Local authorities.
7.13	EMRA will work with local authorities, OPW and other relevant departments and agencies to implement the recommendations of the CFRAM programme to ensure that flood risk management policies and infrastructure are progressively implemented.
7.14	Local authorities shall take account of and incorporate into the development of local planning policy and decision making the recommendations of the Flood Risk Management Plans (FRMPs), including planned investment measures for managing and reducing flood risk.
7.15	Local authorities shall take opportunities to enhance biodiversity and amenities and to ensure the protection of environmentally sensitive sites and habitats, including where flood risk management measures are planned.

7.16	Support the implementation of the Habitats Directives in achieving an improvement in the conservation status of protected species and habitats in the Region and to ensure alignment between the core objectives of the EU Birds and Habitats Directives and local authority development plans.
7.17	Facilitate cross boundary co-ordination between local authorities and the relevant agencies in the Region to provide clear governance arrangements and coordination mechanisms to support the development of ecological networks and enhanced connectivity between protected sites whilst also addressing the need for management of alien invasive species and the conservation of native species.
7.18	Work with local authorities and state agencies to promote the development of all aspects of park management in the Wicklow National Park and the Slieve Bloom Mountains.
7.19	Support the consideration of designating a National Park for the peatlands area in the Midlands.
7.20	Promote the development of improved visitor experiences, nature conservation and sustainable development activities within the Dublin Bay Biosphere in cooperation with the Dublin Bay UNESCO Biosphere Partnership.
7.21	Local authorities shall promote an Ecosystem Services Approach in the preparation of statutory land use plans.
7.22	Local authority development plan and local area plans, shall identify, protect, enhance, provide and manage Green Infrastructure in an integrated and coherent manner and should also have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species.
7.23	Support the further development of Green Infrastructure policies and coordinate the mapping of strategic Green Infrastructure in the Region.
7.24	Promote the development of a sustainable Strategic Greenway Network of national and regional routes, with a number of high capacity flagship routes that can be extended and /or linked with local greenways and other cycling and walking infrastructure, notwithstanding that capacity of a greenway is limited to what is ecologically sustainable.
7.25	Support local authorities and state agencies in the delivery of sustainable strategic greenways, blueways, and peatways projects in the Region under the Strategy for the Future Development of National and Regional Greenways.

7.26	Support the development of guidance for assessment of proposed land zonings in order to achieve appropriate riparian setback distances that support the attainment of high ecological status for water bodies, the conservation of biodiversity and good ecosystem health, and buffer zones from flood plains.
7.27	Following the adoption of a national landscape character assessment, the Assembly will prepare a Regional Landscape Character Assessment to promote better landscape management and planning in the Region.
7.28	Work with local authorities and relevant stakeholders, to identify areas of high value agricultural land and to ensure food security in the Region and to promote sustainable farming practices that maintain the quality of the natural environment, protect farm landscapes and support the achievement of climate targets.
7.29	Support collaboration between local authorities, the Bord na Mona Transition Team and relevant stakeholders and the development of partnership approaches to integrated peatland management for a just transition that incorporate any relevant policies and strategies such as the Bord na Móna Biodiversity Plan 2016-2021 and the national Climate Mitigation and Adaptation Plans. This shall include support for the rehabilitation and/or re-wetting of suitable peatland habitats.
7.30	Within 1 year of the adoption of the RSES, the EMRA shall seek with other stakeholders to carry out an assessment of transport emissions in the Region to identify GHG forecasting and to analyse the emissions impacts of development in the Region.
7.31	Within 1 year of carrying out a regional emissions assessment, EMRA shall compile and publish an emissions inventory and, in collaboration with the relevant Departments and agencies, agree emissions reductions targets in accordance with agreed national sectoral plans and to support an aggregate 40% reduction in greenhouse gas emissions by 2030 in line with the EU 2030 Framework.
7.32	With the assistance and support of the Climate Action Regional Offices, local authorities shall develop, adopt and implement local climate adaptation and mitigation strategies which shall address issues including local vulnerability to climate risks and identify and prioritise actions, in accordance with the guiding principles of the National Adaptation Framework, National Mitigation Plan.
7.33	Climate Action Regional Offices shall provide support to the local authorities on the development, adoption and implementation of local climate action strategies (which can address both adaptation and mitigation). Ongoing support should relate to the specific actions, and obligations and timescales for same that must be undertaken by the Local authorities in accordance with local climate change adaptation strategies and compliance with national policy.

7.34	EMRA supports the National Policy Statement on Bioeconomy (2018) and supports the exploration of opportunities in the circular resource-efficient economy including undertaking a bio-economy feasibility study for the Region to identify the area of potential growth in the Region to inform investment in line with the national transition objective to a low carbon climate resilient economy.
7.35	EMRA shall, in conjunction with Local authorities in the Region, identify Strategic Energy Zones as areas suitable for larger energy generating projects, the role of community and micro energy production in urban and rural settings and the potential for renewable energy within industrial areas. The Strategic Energy Zones for the Region will ensure all environmental constraints are addressed in the analysis. A regional landscape strategy could be developed to support delivery of projects within the Strategic Energy Zones.
7.36	Planning policy at local authority level shall reflect and adhere to the principles and planning guidance set out in Department of Housing, Planning and Local Government publications relating to 'Wind Energy Development' and the DCCAE Code of Practice for Wind Energy Development in Ireland on Guidelines for Community Engagement and any other relevant guidance which may be issued in relation to sustainable energy provisions.
7.37	A bio-economy plan for the Region should be developed that outlines the capacity of the Region to supply the range of bioenergy resources required for the fuel mix as well as the current and projected consumption requirements for growth in this market.
7.38	Local authorities shall consider the use of heat mapping to support developments which deliver energy efficiency and the recovery of energy that would otherwise be wasted. A feasibility assessment for district heating in Local Authority areas shall be carried out and statutory planning documents shall identify local waste heat sources.
7.39	Local authorities shall report annually on energy usage in all public buildings and will achieve a target of 33% improvement in energy efficiency in all buildings in line with the requirements of the National Energy Efficiency Action Plan (NEEAP).
7.40	Local authorities shall include policies in statutory land use plans to promote high levels of energy conservation, energy efficiency and the use of renewable energy sources in existing buildings, including retro fitting of energy efficiency measures in the existing building stock and energy efficiency in traditional buildings. All new buildings within the Region will be required to achieve the Nearly Zero-Energy Buildings (NZEB) standard in line with the Energy Performance of Buildings Directive (EPBD).
7.41	Support and promote structural materials in the construction industry that have low to zero embodied energy & CO2 emissions.

7.42	Local authorities shall include proposals in statutory land use plans to facilitate and encourage an increase in electric vehicle use, including measure for more recharging facilities and prioritisation of parking for EVs in central locations.
7.43	Climate Action Regional Offices and local authorities should consider the identification of critical infrastructure within their functional area, and particularly of the interdependencies between different types of sectoral infrastructure, as a first step in 'future-proofing' services and to help to inform longer-term adaptation planning and investment priorities.
Chapter 8 Connectivity	
8.1	The integration of transport and land use planning in the Region shall be consistent with the guiding principles expressed in the transport strategy of the RSES.
8.2	The capacity and safety of the Region's strategic land transport networks will be managed and enhanced, including through the management of travel demand in order to ensure their optimal use.
8.3	That future development is planned and designed in a manner which maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, both existing and planned and to protect and maintain regional accessibility.
8.4	Land use plans within the GDA shall demonstrate a consistency with the NTA's Transport Strategy for the Greater Dublin Area and plans with or outside of the GDA shall be consistent with the guiding principles expressed in the RSES.
8.5	To support the preparation of a regional strategy for freight transport in collaboration with the relevant transport agencies and the other Assemblies.
8.6	In order to give local expression to the regional level Transport Strategy within the Region in conjunction with the NTA, Local Transport Plans (LTP) will be prepared for selected settlements in the Region.
8.7	To promote the use of mobility management and travel plans to bring about behaviour change and more sustainable transport use.
8.8	The RSES supports delivery of the rail projects set out in Table 8.2 subject to the outcome of appropriate environmental assessment and the planning process.
8.9	The RSES supports delivery of the bus projects set out in Table 8.3 subject to the outcome of appropriate environmental assessment and the planning process.

8.10	The RSES supports delivery of the road projects set out in Table 8.4 subject to the outcome of appropriate environmental assessment and the planning process.
8.11	Support the improvement, and protection, of the EU TEN-T network and the strategic function of the Dublin to Belfast road network.
8.12	Support the delivery of a higher speed rail connection between Belfast and Dublin and Cork.
8.13	Support the Local Link Rural Transport Programme throughout rural areas of the Region.
8.14	The RSES supports delivery of the strategic park and ride projects set out in Table 8.5 subject to the outcome of appropriate environmental assessment and the outcome of the planning process.
8.15	The critical role of EMRA's international gateways will be protected by ensuring that local land use policies facilitate their functions and their landside access capacity for all transport modes.
8.16	Support the improvement and protection of the TEN-T network to strengthen access routes to Ireland's ports, including investment in the ongoing development of the N11/M11 to improve connectivity to Rosslare and improvements to the Dublin-Wexford rail line.
8.17	Support the National Aviation Policy for Ireland and the growth of movements and passengers at Dublin Airport to include its status as a secondary hub airport. In particular, support the provision of a second runway, improved terminal facilities and other infrastructure.
8.18	Improved access to Dublin Airport is supported, including Metrolink and improved bus services as part of BusConnects, connections from the road network from the west and north. Improve cycle access to Dublin Airport and surrounding employment locations. Support appropriate levels of car parking and car hire parking.
8.19	Spatial planning policies in the vicinity of the airport shall protect the operation of Dublin Airport in respect to its growth and the safe navigation of aircraft from non-compatible land uses. Policies shall recognise and reflect the airport noise zones associated with Dublin Airport. Within the Inner Airport Noise Zone, provision of new residential and/or other noise sensitive development shall be actively resisted. Within the Outer Noise Zone, provision of new residential and/or other noise sensitive development shall be strictly controlled and require appropriate levels of noise insulation in all cases.
8.20	Spatial planning policies for areas located within the Public Safety Zones shall reflect the guidance set out in the ERM Report "Public Safety Zones, 2005" (or any update thereof) commissioned by the then Department of Transport and the Department of Environment, Heritage and Local Government, in assessing proposals for development falling within Airport Public Safety Zones.

8.21	EMRA will support the role of Dublin Port as a Port of National Significance (Tier 1 Port) and its continued commercial development, including limited expansion and improved road access, including the Southern Port Access Route.
8.22	EMRA supports ports of Regional Significance that serve an important regional purpose and/or specialised trades or maritime tourism; and the accessibility requirements of regional ports within the Region, from within their regional catchments will be addressed through the provision of improved access routes, where necessary and improved access to the national and regional road networks. Opportunities for the use of rail, where such ports are connected to the rail network is also promoted.
8.23	EMRA supports the protection of the marine related functions of ports in the Region in order to ensure the future role of ports as strategic marine related assets is protected from inappropriate uses, whilst supporting complimentary economic uses including the potential for facilitating offshore renewable energy development at ports.
8.24	EMRA supports the undertaking of feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPAs and SACs.
8.25	Local authorities shall: <ul style="list-style-type: none"> o Support and facilitate delivery of the National Broadband Plan o Facilitate enhanced international fibre communications links, including full interconnection between the fibre networks in Northern Ireland and the Republic of Ireland o Promote and facilitate the sustainable development of a high-quality ICT network throughout the Region in order to achieve balanced social and economic development, whilst protecting the amenities of urban and rural areas o Support the national objective to promote Ireland as a sustainable international destination for ICT infrastructures such as data centres and associated economic activities at appropriate locations. o Promote Dublin as a demonstrator of 5G information and communication technology.
8.26	EMRA supports the preparation of planning guidelines to facilitate the efficient roll out and delivery of national broadband.
Chapter 9 Quality of Life	
9.1	Local authorities shall ensure the integration of age friendly and family friendly strategies in Development Plans and other relevant local policy and decision making, including provision for flexible housing typologies, buildings and public spaces that are designed so that everyone, including older people, disabled people and people with young children can move around with ease, avoiding separation or segregation.
9.2	Support local authority and sectoral initiatives to increase active participation and social integration of minority groups, including non-Irish nationals and Travellers.

9.3	Support local authorities, approved housing bodies and other sectoral agencies in the provision of a greater diversity of housing type and tenure, including social and affordable housing and exploring new models of low cost rental and affordable homeownership.
9.4	Design standards for new apartment developments should encourage a wider demographic profile which actively includes families and an ageing population.
9.5	Support local authorities, either individually or combined, in the provision of a Housing Need Demand Assessment that will inform housing policy that provides for diverse housing demand and is in accordance with statutory guidelines.
9.6	Support local authorities and other relevant agencies such as the Dublin Region Homeless Executive in relation to addressing the issue of homelessness in the Region.
9.7	Support the National Land Development Agency in co-ordinating and developing large, strategically located landbanks, particularly publicly owned lands, in city and town centres that require consolidation and aggregation of land to enable regeneration.
9.8	To work with local authorities, government departments and relevant agencies to promote increased urban densities in all existing settlements and the use, where appropriate, of Compulsory Purchase Orders (CPO) and other incentives including development contributions to encourage urban regeneration of brownfield lands over the development of greenfield sites and to promote more active land management and co-ordinated provision of enabling infrastructure particularly on publicly owned lands.
9.9	To support, at a National level, efforts to explore ways to deal effectively with waste and contamination relating to brownfield regeneration.
9.10	In planning for the creation of healthy and attractive places, there is a need to provide alternatives to the car and to prioritise and promote cycling and walking in the design of streets and public spaces. Local authorities shall have regard to the Guiding Principles for 'Healthy Placemaking' and 'Integration of Land Use and Transport' as set out in the RSES and to national policy as set out in 'Sustainable Residential Development in Urban Areas' and the 'Design Manual for Urban Roads and Streets (DMURS)'.
9.11	Local authorities shall support the preparation of Design Guidelines to provide for improvements in the appearance of streetscapes and for revitalising spaces for example with cost effective, temporary uses that build on the longer-term vision for space.
9.12	In Planning policy formulation and implementation Local authorities and other stakeholders shall be informed by the need to cater for all levels of disability, through the appropriate mitigation of the built environment, and in particular on the needs of an ageing population.

9.13	Local authorities and relevant agencies shall ensure that new social infrastructure developments are accessible and inclusive for a range of users by adopting a universal design approach and provide for an age friendly society in which people of all ages can live full, active, valued and healthy lives.
9.14	Local authorities shall seek to support the planned provision of easily accessible social, community, cultural and recreational facilities and ensure that all communities have access to a range of facilities that meet the needs of the communities they serve.
9.15	Local authorities shall support the vision and objectives of the National Sports Policy, including working with local sports partnerships, clubs, communities and partnerships within and beyond sport, to increase sport and physical activity participation levels locally.
9.16	Local authorities shall support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, through integrating such policies, where appropriate and at the applicable scale, with planning policies contained in development plans.
9.17	To support local authorities in the development of regional scale Open Space and Recreational facilities particularly those close to large or growing population centres in the Region.
9.18	Support the implementation of Local Authority Local Economic and Community Plans, in collaboration with Local and Economic Development Committees (LEDCs) and through the use of spatial planning policies, to seek to reduce the number of people in or at risk of poverty and social exclusion in the Region.
9.19	EMRA shall work collaboratively with stakeholders including the wide range of service providers through the LECPs to effectively plan for social infrastructure needs.
9.20	Support investment in the sustainable development of the Region's childcare services as an integral part of regional infrastructure to include: <ul style="list-style-type: none"> a) Support the Affordable Childcare Scheme. b) Quality and supply of sufficient childcare places. c) Support initiatives under a cross Government Early Years Strategy. d) Youth services that support and target disadvantaged young people and improve their employability.
9.21	In areas where significant new housing is proposed, an assessment of need regarding schools provision should be carried out in collaboration with the Department of Education and Skills and statutory plans shall designate new school sites at accessible, pedestrian, cycle and public transport friendly locations.

9.22	To support the role of Higher Education Institutions and Educational Training Boards in addressing skills shortages and life-long learning needs in the Region, and to support the further development of multi-campus Technological Universities to drive research and innovation.
9.23	Facilitate the development of primary health care centres, hospitals, clinics, and facilities to cater for the specific needs of an ageing population in appropriate urban areas in accordance with RSES settlement strategy and core strategies of development plans.
9.24	Promote and facilitate the role of arts and culture in recognition of its importance to people's identity and the potential for economic development through a unique cultural tourism offering throughout the Region.
9.25	Seek to work with all relevant stakeholders to promote equality of access to and engagement with arts and cultural services and in the promotion of culture and heritage led urban and rural regeneration.
9.26	Seek to build on the success and support the clustering of the film and audio visual sector in the Dublin and Wicklow areas and to support training of film workers and crew around the Region, as well as exploiting opportunities for the industry outside of these hubs.
9.27	EMRA will support local authorities to work with local communities to promote historic towns in the Region in the practice of heritage led regeneration, to promote the sensitive and adaptive reuse of historic building stock and industrial structures where appropriate, and to strengthen their capability to draw down European and national funding.
9.28	Support the implementation of language plans for the Region's Gaeltachts and the identification of Gaeltacht Service Towns and Irish Language Networks in the Region, and to promote the development of the Gaeltacht in Meath in a manner that protects and enhances the distinctive linguistic and cultural heritage, whilst meeting the needs and aspirations of both residents and visitors alike.
9.29	Support the designation of the UNESCO candidate sites in the Region
9.30	Support the sensitive reuse of protected structures
Chapter 10 Infrastructure	
10.1	Local authorities shall include proposals in development plans to ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.
10.2	EMRA supports the delivery of the strategic water services projects set out in Table 10.1, subject to appropriate environmental assessment and the planning process.

10.3	The Regional Assembly and local authorities shall liaise and cooperate with Irish Water to ensure the delivery of Irish Water’s Investments and other relevant investment works programme of Irish Water that will provide infrastructure to increase capacity to service settlements in accordance with the settlement strategy of the RSES and local authority Core Strategies, and provide for long term solutions for waste water treatment for the Region.
10.4	Support Irish Water and the relevant local authorities in the Region to reduce leakage, minimising demand for capital investment.
10.5	Work closely with Irish Water to revise the Draft Investment Plan (2020-2024) and subsequent investment plans to align the supply of water services with the settlement strategy and objectives of the EMRA Regional Spatial and Economic Strategy.
10.6	Delivery and phasing of services shall be subject to the required appraisal, planning and environmental assessment processes and shall avoid adverse impacts on the integrity of the Natura 2000 network.
10.7	Local authority Core Strategies shall demonstrate compliance with DHPLG Water Services Guidelines for Local authorities and demonstrate phased infrastructure – led growth that is commensurate with the carrying capacity of water services and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.
10.8	Encourage the development of a new rural settlement investment approach, coordinating Irish Water, local authority, developer and community led solutions to ensuring that sustainable water services solutions are progressively implemented.
10.9	Local authorities and Irish Water should work together to examine significant raw water sources which may be made redundant by the Water Supply Project for the Eastern and Midlands Region with a view to reserving and protecting them for future back up or ‘windfall’ type economic development opportunities where high water use is required.
10.10	Support Irish Water and the relevant Local authorities in the Region to eliminate untreated discharges from settlements in the short term, while planning strategically for long term growth in tandem with Project Ireland 2040 and in increasing compliance with the requirements of the Urban Waste Water Treatment Directive from 39% today to 90% by the end of 2021, to 99% by 2027 and to 100% by 2040;
10.11	EMRA supports the delivery of the waste water infrastructure set out in Table 10.2, subject to appropriate environmental assessment and the planning process.
10.12	Development Plans shall support strategic wastewater treatment infrastructure investment and provide for the separation of foul and surface water networks to accommodate the future growth of the Region.
10.13	EMRA shall support appropriate options for the extraction of energy and other resources from sewerage sludge in the Region.

10.14	EMRA supports the servicing of rural villages (serviced sites) to provide an alternative to one-off housing in the countryside, in line with RPO 4.78.
10.15	Support the relevant local authorities (and Irish Water where relevant) in the Region to improve storm water infrastructure to improve sustainable drainage and reduce the risk of flooding in the urban environment and in the development and provision at a local level of Sustainable Urban Drainage solutions.
10.16	Implement policies contained in the Greater Dublin Strategic Drainage Study (GSDSDS), including SuDS.
10.17	Implement the specific recommendations of the GSDSDS in relation to Climate Change Regional Drainage Policies for all relevant developments within the Region.
10.18	Local authorities shall ensure adequate surface water drainage systems are in place which meet the requirements of the Water Framework Directive and the associated River Basin Management Plans.
10.19	Support roll-out of the Smart Grids and Smart Cities Action Plan enabling new connections, grid balancing, energy management and micro grid development
10.20	Support and facilitate the development of enhanced electricity and gas supplies, and associated networks, to serve the existing and future needs of the Region and facilitate new transmission infrastructure projects that might be brought forward in the lifetime of this Strategy including the delivery of the necessary integration of transmission network requirements to facilitate linkages of renewable energy proposals to the electricity and gas transmission grid in a sustainable and timely manner subject to appropriate environmental assessment and the planning process.
10.21	Support an Integrated Single Electricity Market (I-SEM) as a key priority for Ireland.

10.22	<p>Support the reinforcement and strengthening of the electricity transmission and distribution network to facilitate planned growth and transmission/distribution of a renewable energy focused generation across the major demand centres to support an island population of 8 million people, including:</p> <ul style="list-style-type: none"> o Facilitating interconnection to Europe, particularly the ‘Celtic Interconnector’ to France and further interconnection to Europe/the UK in the longer term o Facilitating interconnection to Northern Ireland, particularly the ‘North-South Interconnector and further co-operation with relevant Departments in Northern Ireland to enhance interconnection across the island in the longer term o Facilitating transboundary networks into and through the Region and between all adjacent Regions to ensure the RSES can be delivered in a sustainable and timely manner and that capacity is available at local, regional and national scale to meet future needs o Facilitate the delivery of the necessary integration of transmission network requirements to allow linkages of renewable energy proposals to the electricity transmission grid in a sustainable and timely manner o Support the safeguarding of strategic energy corridors from encroachment by other developments that could compromise the delivery of energy networks.
10.23	<p>Support EirGrid’s Implementation Plan 2017 – 2022 and Transmission Development Plan (TDP) 2016 and any subsequent plans prepared during the lifetime of the RSES that facilitate the timely delivery of major investment projects subject to appropriate environmental assessment and the outcome of the planning process, in particular:</p> <ul style="list-style-type: none"> o Support reinforcement of the Greater Dublin Area between Dunstown and Woodland 400 kV substations to increase the capacity of the often congested and highly loaded Dublin transmission network to enable the transmission system to safely accommodate more diverse power flows and also facilitate future load growth in the area o Support the installation of additional transformer capacity and increased circuit capacity to meet Dublin demand growth to strengthen the network for all electricity users and improve the security and quality of supply o Support the Laois-Kilkenny Reinforcement Project to strengthen the network in large parts of the Midlands and provide additional capacity for potential demand growth in the wider Region and strengthen the Region’s transmission network by improving security and quality of supply and ensuring there is the potential for demand growth.
10.24	<p>Support the sustainable development of Ireland’s offshore renewable energy resources in accordance with the Department of Communications, Energy and Natural Resources ‘Offshore Renewable Energy Development Plan’ and any successor thereof including any associated domestic and international grid connection enhancements.</p>
10.25	<p>Development Plans shall identify how waste will be reduced, in line with the principles of the circular economy, facilitating the use of materials at their highest value for as long as possible and how remaining quantum of waste will be managed and shall promote the inclusion in developments of adequate and easily accessible storage space that supports the separate collection of dry recyclables and food and shall take account of the requirements of the Eastern and Midlands Region Waste Management Plan.</p>
Chapter 11 All Island Cohesion	

11.1	In co-operation with relevant departments in Northern Ireland, the Eastern and Midlands Regional Assembly, and where appropriate in association with the Northern and Western Regional Assembly, will support mutually beneficial policy development and activity in the areas of spatial and infrastructure planning, economic growth and related spheres.
Chapter 12 Implementation & Monitoring	
12.1	Following adoption of the RSES EMRA will establish a RSES implementation group to oversee progress on the implementation of the RSES and to identify opportunities to drive regional development and leverage new funding, partnership and collaboration opportunities in the Region.
12.2	Following adoption of the RSES the EMRA will establish a RSES implementation group to oversee progress on the implementation of the MASP for Dublin.
12.3	The RSES will support local authorities in promoting compact and sustainable development and in future proofing our cities and towns through the drawdown of investment funds including national rural, urban, technology and climate funds, through EU Regional Operational Programmes and other internal and external collaborations and partnership opportunities.
12.4	EMRA supports smart growth initiatives that develop new solutions to existing and future urban challenges, including climate risks in the Region and will support Local authorities in the draw down of climate and smart technology funds.
12.5	EMRA will carry out a regular update of baseline data for monitoring purposes and will make this data publicly available to facilitate evidence-based policy making and evaluation in the Region.