

Eastern & Midland Regional Assembly

**Proposed Material Amendments
to the Draft Regional Spatial
and Economic Strategy
2019-2031**

Environmental Reports

March 2019



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1 INTRODUCTION

The draft EM RSES went on public display in Q4 of 2018. Following the end of the consultation period in Q1 2019, the EMRA reviewed all of the submissions received. A series of *Material Amendments* to the draft plan were identified on foot of this review.

As part of the process of developing the EM RSES, a Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) are being undertaken. To inform the Material Amendment stage of the RSES, the SEA, AA and FRA teams have assessed the proposed Material Amendments to determine the environmental consequences of the proposed Material Amendments.

This document accompanies the proposed *Material Alterations to the Draft EM RSES documentation and represents the supporting material with respect to Section 24.8)(b)* of the Planning and Development Act 2000 (as amended).

1.1 Assessment Process

Chapter 2 identifies the environmental consequences of the proposed material amendments made to the RPOs in the draft RSES. It should be noted that this document includes screening for significant impacts in the context of Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA). Where comment is being made in the context of AA and SFRA, this has been noted in the text.

2 ASSESSMENT

2.1 Assessment of Amendments to RPOs

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Chapter 3 - Growth Strategy (5 RPOs)			
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.		No change
3.2	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.		No change
3.3	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.		No change
3.4	Local Authorities shall promote an Ecosystem Services Approach in the preparation of	Move to Chapter 7	No additional likely significant effects (either positive or negative) in respect of

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	statutory land use plans		the SEA/AA/FRA from this proposed alteration to the draft plan.
		<p>Proposals for land use designations and transport infrastructure shall undergo quantitative assessment of their impact on greenhouse gas emissions and shall be approved subject to their consistency with national and regional emissions reductions targets.</p>	<p>The addition of this policy is broadly positive for AQ, CF in particular as it relates to a reduction in GHG emissions. Indirect long-term positive impacts would also be anticipated for W, BFF, S, and PHH in the context of limiting the negative effects of climate change. Tools such as PAS Carbon Management in Infrastructure can be used to assist in the quantification although further guidance may be needed on other appropriate tools.</p> <p>While approval subject to consistency with national and regional emissions reductions targets is positive, it is noted that any new land use designation or transport infrastructure can have localised, regional or national positive/negative impacts. Given that all national and regional emissions targets are for reduction, this could rule out a number of projects that may have an overall positive impact but may score negatively on quantification. It is therefore suggested that the RPO</p>

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			should state the following: and shall be approved subject to their consistency with national and regional emissions reductions <i>policies</i> .
Chapter 4 - People and Place (86 RPOs)			
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 draft 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.	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 draft 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. <i>Core Strategies shall also be developed having regard to the infill/brownfield targets set out in National Planning Framework National Policy Objectives 3a-3c.</i>	The following was noted in the SEA for the NPF: Where infill and brownfield sites are utilised this is positive for PHH and MA but has the potential to negatively impact S as sites can have hazardous materials which require remediation. Disturbance of contaminated material may lead to mobilisation of leachates with consequent negative impacts for water, soils and indirectly for BFF. There is also potential for further negative impacts on BFF due to possible spread of Invasive Species. It has been noted in the baseline section that there is only one landfill in Ireland with the ability to process mildly contaminated inert materials. This has implications for the levels of contaminated waste which could be generated through the use of infill and brownfield sites for provision of housing, particularly in urban areas where there have been historic industry

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			<p>uses or old dumping sites. There may also be negative impacts to W due to additional demand on water and wastewater services which may already be operating at or above capacity. Water and wastewater services should be delivered on a phased basis to match projected demand.</p> <p>Furthermore the following mitigation was proposed in the NPF for NPO3c: A map is to be developed by each local authority, coordinated at the Regional Assembly level, showing potential infill and brownfield opportunities in order to spatially inform decision making on the suitability of these sites for further development or regeneration.</p> <p>At the time of finalisation of the NPF, the DHPLG indicated that this mitigation measure would be addressed through the RSES. At the time of finalisation of the NPF, the DHPLG indicated that this mitigation measure would be addressed through the RSES. It is acknowledged that a new guiding principal has been added [amendment 120] which</p>

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			addresses this requirement.
4.2	Infrastructure investment and priorities shall be aligned with the spatial planning strategy of the draft 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.	Infrastructure investment and priorities shall be aligned with the spatial planning strategy of the draft 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 <i>or planned</i> to match projected demand for services and that the assimilative capacity of the receiving environment is not exceeded.	The addition of "or planned" to RPO 4.2 has the potential direct, indirect and cumulative negative effects on PHH, BFF, W, S and other environmental receptors as it introduces the possibility that developments are permitted before essential services are secured and fully committed. Planned essential services can be held up for many reasons including political, legal, planning and funding reasons among others. Where development on residential and employment lands is advanced without certainty around service delivery, there is an increased risk of direct and indirect environmental impact in the short to medium term until services catch up. It is therefore recommended that the original wording of RPO4.2 is used to reduce the risks in this regard.
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		No change

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	delivery of key water infrastructure and public transport projects.		
4.4	<p>A cross-boundary Joint Urban Area Plan (UAP) shall be prepared by Westmeath County Council and Roscommon County Council to provide a coordinated planning framework to identify and deliver strategic sites and regeneration areas for the future physical, economic and social development of Athlone and the Monksland/Bealnamulla area. The Joint UAP shall ensure that Athlone achieves targeted compact brownfield / infill growth of a minimum of 30%. The Joint UAP 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. Future development required to achieve the growth vision for Athlone included in the Joint UAP shall:</p> <ul style="list-style-type: none"> i. Support the regeneration of underused, vacant or derelict town centre lands for residential development to facilitate population growth. ii. Support the renewal of lands at St. Mels and Loughanaskin to optimise the potential of this town centre opportunity to facilitate a mixed 	<p>A cross-boundary Joint Urban Area Plan (UAP) shall be prepared by Westmeath County Council and Roscommon County Council <i>in collaboration with the two Regional Assemblies</i> to provide a coordinated planning framework for the future physical, economic and social development of Athlone. <i>The Joint UAP shall identify Athlone’s functional urban area and adopt a boundary for the plan area in addition to the identification of strategic housing and employment development areas and infrastructure and investment requirements to promote greater co-ordination and sequential delivery of serviced lands for development, in order to realise Athlone’s status as a Regional Growth Centre.</i></p>	<p>As per assessments previously undertaken for Athlone.</p> <p>The importance of Athlone in the context of proximity to significant sites of nature conservation interest recognised for their European and national importance is re-iterated here for clarity. The development of Athlone as a Regional Growth Centre has the potential for negative impacts on BFF and W in particular and as such the joint UAP must recognise and reflect the increased sensitivity of constraint in the area and the risk for adverse effects alone and in combination with other plans and projects on sites of nature conservation interest, their habitats and their species.</p>

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	<p>residential scheme with supporting services and facilities which will support the commercial core of the town, reinforce neighbourhood identity and enhance the physical character of the area.</p> <p>iii. Support residential development within the Lissywollen South Framework Plan area to develop this strategically located land bank as a highly sustainable and integrated new urban quarter extending from Athlone town centre.</p> <p>iv. Support residential development on existing LAP lands at Curragh Lissywollen, Cornamag, Cornamaddy and Monksland / Bellanamullia.</p>		
		<p><i>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 target of 30% of all new homes to be built within the existing built up urban area.</i></p>	<p>As per assessments previously undertaken for Athlone.</p> <p>The following was noted in the SEA for the NPF: <i>Where infill and brownfield sites are utilised this is positive for PHH and MA but has the potential to negatively impact S as sites can have hazardous materials which require remediation. Disturbance of contaminated material may lead to mobilisation of leachates with consequent negative impacts for water, soils and indirectly for BFF. There is also potential for further negative impacts on BFF due to possible spread of Invasive</i></p>

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			<p><i>Species. It has been noted in the baseline section that there is only one landfill in Ireland with the ability to process mildly contaminated inert materials. This has implications for the levels of contaminated waste which could be generated through the use of infill and brownfield sites for provision of housing, particularly in urban areas where there have been historic industry uses or old dumping sites. There may also be negative impacts to W due to additional demand on water and wastewater services which may already be operating at or above capacity. Water and wastewater services should be delivered on a phased basis to match projected demand.</i></p> <p>Furthermore the following mitigation was proposed in the NPF for NPO3c: A map is to be developed by each local authority, coordinated at the Regional Assembly level, showing potential infill and brownfield opportunities in order to spatially inform decision making on the suitability of these sites for further development or regeneration.</p>

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			<p>At the time of finalisation of the NPF, the DHPLG indicated that this mitigation measure would be addressed through the RSES. It is acknowledged that a new guiding principal has been added [amendment 120] which addresses this requirement.</p>
4.5	<p>Promote the expansion of the existing enterprise ecosystem in Athlone and creation or expansion of distinct industrial specialisms that have developed through collaboration with the relevant enterprise agencies including AIT, IDA and the Midlands Innovation and Research Centre and support the provision of physical infrastructure and zoned lands to realise this objective. In this regard, recognise the following strategic economic areas:</p> <ul style="list-style-type: none"> i. Garrycastle IDA as a centre of excellence for education, research, enterprise and innovation with potential for clustering with Athlone Institute of Technology ii. Blyry – incorporating indigenous and existing industries iii. Creggan – greenfield site identified for future development of an innovative business park iv. Monksland – support the continued development of the existing industrial sectors at 	<p>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 creation or expansion of distinct industrial specialisms 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.</p>	<p>As per assessments previously undertaken for Athlone.</p> <p>The importance of Athlone in the context of proximity to significant sites of nature conservation interest recognised for their European and national importance is re-iterated here for clarity. The development of Athlone as a Regional Growth Centre has the potential for negative impacts on BFF and W in particular and the identification and delivery of future physical, economic and social development must recognise and reflect the increased sensitivity of constraint in the area and the risk for adverse effects alone and in combination with other plans and projects on sites of nature conservation interest, their habitats and</p>

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	this location.		their species.
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.		No Change
4.7	<p>Promote Athlone as an urban tourism destination while protecting the natural resources on which it relies with a particular focus on capitalising on the following assets:</p> <ul style="list-style-type: none"> i. Amenity potential of the waterways including the River Shannon and Lough Ree ii. Athlone’s attractive built and cultural heritage including the Western bank of the river as a cultural and tourism quarter iii. Fáilte Ireland Lakelands and Ireland’s Hidden Heartlands designations iv. Existing and planned Greenways and Blueways including the Galway to Dublin Cycleway. 	<p>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.</p>	<p>As per assessments previously undertaken for Athlone.</p> <p>The importance of Athlone in the context of proximity to significant sites of nature conservation interest recognised for their European and national importance is re-iterated here for clarity. The development of Athlone as a key tourism destination in the Midlands has the potential for negative impacts on BFF, W, S, LS and CH in particular. These impacts can arise from loss of habitat, disturbance of species from construction and operational activity (e.g. lighting, noise etc.); visual intrusion and alteration of landscape character, disturbance of archaeological or architectural features / material. Tourism plans must recognise and reflect the increased sensitivity of constraint in the area and the risk for adverse effects alone and in</p>

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			<p>combination with other plans and projects on sites of nature conservation interest, their habitats and their species. Any tourism plans should establish potential carrying capacity of habitats and landscape to visitor pressure and include monitoring protocols, in line with RPO6.17 to monitor ongoing effects.</p> <p>As previously indicated in the NIR prepared for the draft RSES, policy wording in the RSES should recognise that at the project consent stage, if it appears that any element of the RSES cannot be implemented without adverse impacts which cannot be adequately mitigated or compensated, then the proposals will only make provision for the level and location of development for which it can be concluded that there will be no adverse effect.</p>
		<p><i>Support ongoing implementation of flood risk management and flood alleviation measures to facilitate the growth of Athlone subject to the outcome of appropriate environmental assessment and taking account of the proximity of sites of international nature</i></p>	<p>The reference to appropriate environmental assessment is welcomed in this policy. Furthermore it is noted that mitigation measures have been provided as part of the SEA and AA of the Shannon CFRAM and these should</p>

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		<i>conservation interest.</i>	<p>be fully implemented to ensure no potential for significant effects on site integrity given the proximity of the Athlone and the network of pathways from Athlone to the European sites along the Shannon.</p> <p>As previously indicated in the NIR prepared for the draft RSES, policy wording in the RSES should recognise that at the project consent stage, if it appears that any element of the RSES cannot be implemented without adverse impacts which cannot be adequately mitigated or compensated, then the proposals will only make provision for the level and location of development for which it can be concluded that there will be no adverse effect.</p>
		<i>Support the development of joint Economic, Transport and Retail plans by Westmeath County Council and Roscommon County Council in collaboration with the relevant agencies to facilitate the growth of Athlone as a regional economic driver and to realise its status as a Regional Growth Centre.</i>	<p>The importance of Athlone in the context of proximity to significant sites of nature conservation interest recognised for their European and national importance is re-iterated. The development of Athlone as a Regional Growth Centre has the potential for negative impacts on environmental receptors and BFF and W in particular.</p>

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			As such the joint plans must recognise and reflect the increased sensitivity of constraint in the area and the risk for adverse effects alone and in combination with other plans and projects on sites of nature conservation interest, their habitats and their species.
4.8	A cross-boundary Joint Urban Area Plan (UAP) shall be prepared by Louth County Council and Meath County Council to provide a coordinated planning framework to identify and deliver strategic sites and regeneration areas for the future physical, economic and social development of Drogheda to ensure it achieves targeted compact brownfield / infill growth of a minimum of 30% and ensure a co-ordinated approach is taken to the future growth and development of the town to ensure that it has the capacity to grow sustainably and secure investment as a Regional Growth Centre on the Dublin – Belfast Corridor. The Joint UAP 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. Future development required to achieve the growth	A cross-boundary Joint Urban Area Plan (UAP) shall be prepared by Louth County Council and Meath County Council to provide a coordinated planning framework to identify and deliver strategic sites and regeneration areas for the future physical, economic and social development of Drogheda to ensure it achieves targeted compact brownfield / infill growth of a minimum of 30% and ensure a co-ordinated approach is taken to the future growth and development of the town to ensure that it has the capacity to grow sustainably and secure investment as a Regional Growth Centre on the Dublin – Belfast Corridor. The Joint UAP 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. Future development required to achieve the growth	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.

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	<p>vision for Drogheda included in the Joint UAP shall:</p> <ul style="list-style-type: none"> i. Provide for the sustainable, compact, sequential growth and urban regeneration in the town core by promoting the regeneration of underused, vacant or derelict town centre lands for residential development to facilitate population growth. ii. Support the regeneration of the Westgate area of Drogheda’s historic town centre to address vacancy and dereliction in the town core and as an alternative to new development on green field sites. iii. Facilitate the regeneration of lands at McBride Station and environs as an employment hub to capitalise on existing and planned public transport infrastructure, including the DART Expansion Programme whilst avoiding development that detracts from the town centre. iv. Provide for redevelopment or renewal of obsolete areas on lands at Mell / North Road. 	<p>vision for Drogheda included in the Joint UAP shall:</p> <ul style="list-style-type: none"> i. Provide for the sustainable, compact, sequential growth and urban regeneration in the town core by promoting the regeneration of underused, vacant or derelict town centre lands for residential development to facilitate population growth. ii. Support the regeneration of the Westgate area of Drogheda’s historic town centre to address vacancy and dereliction in the town core and as an alternative to new development on green field sites. iii. Facilitate the regeneration of lands at McBride Station and environs as an employment hub to capitalise on existing and planned public transport infrastructure, including the DART Expansion Programme whilst avoiding development that detracts from the town centre. iv. Provide for redevelopment or renewal of obsolete areas on lands at Mell / North Road. v. <i>Support the sustainable development of existing zoned lands in the Southern Environs of the town with a particular emphasis on the promotion of the IDA Business Park as an employment hub and the creation of compact, residential communities in key locations in</i> 	

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		<i>proximity to established residential areas and transport hubs vi. Support the implementation of the Urban Design Framework Plan for the Heritage Quarter</i>	
4.9	Support the role of Drogheda Docklands and Port in particular by: 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).		No change
4.10	Promote and enhance cross-border interactions to realise the growth potential of Drogheda Dundalk-Newry as an important cross-border network for regional development		No change
4.11	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.		No change
		<i>Enhance Drogheda's role as a strategic employment centre on the Dublin-Belfast Economic Corridor and provide for</i>	Given the natural and cultural sensitivities identified in the ER and NIR prepared for the draft plan, this new

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		<p><i>employment opportunities through identification of suitable sites for new industry including FDI.</i></p>	<p>RPO will require similar mitigation to that already proposed in those documents and repeated below.</p> <p><i>Selection of sites should be supported by a quality site selection process and subject to detailed environmental assessment which is more appropriately addressed at the county level.</i></p> <p><i>While the Drogheda wastewater treatment plant is operating within its design capacity and considered to have sufficient headroom, the plant is listed as a Priority Urban Area and is failing more stringent treatment standards. As such, growth needs to be phased alongside improvements to wastewater treatment.</i></p> <p><i>Drogheda General: The expansion of or relocation of activities associated with ports and marinas will require a feasibility study to be undertaken in the first instance and recognition that in the absence of coastal zone management, there is potential negative impacts to European sites.</i></p>

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4.12	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: i. The towns role as a gateway to the Boyne Valley heritage sites and World Heritage site at Brú Na Bóinne ii. Amenity potential of the River Boyne including the Boyne Greenway iii. Fáilte Ireland Ireland's Ancient East designation		No change
4.13	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.		No change
4.14	Support the proposed Drogheda Flood Relief Scheme, subject to the outcome of the planning process and appropriate environmental assessment.		No change
4.15	An Urban Area Plan (UAP) shall be prepared by Louth County Council for Dundalk to provide a coordinated planning framework to identify and deliver strategic sites and regeneration areas for the future physical, economic and social development of the town to ensure targeted compact growth of a minimum of 30% is achieved. The UAP shall facilitate the sustainable, compact, sequential growth and	An Urban Area Plan (UAP) shall be prepared by Louth County Council for Dundalk to provide a coordinated planning framework to identify and deliver strategic sites and regeneration areas for the future physical, economic and social development of the town to ensure targeted compact growth of a minimum of 30% is achieved. The UAP shall facilitate the sustainable, compact, sequential growth and	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.

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	<p>urban regeneration in the town core by consolidating the built footprint of Dundalk through regeneration of the town centre Core Character Area with a focus on rejuvenation of Clanbrassil Street / St. Nicholas Quarter and development of key town centre infill / brownfield sites in this area. A significant proportion of future urban development shall be accommodated on infill/brownfield sites by encouraging development, including renewal and regeneration of underused, vacant or derelict town centre lands for residential development to facilitate population growth. The UAP shall:</p> <ul style="list-style-type: none"> i. Support development on key town centre infill/brownfield sites include Long Walk Shopping Centre, Carroll’s Village Shopping Centre, Williamson’s Mall, and Dunne’s Park Street ii. Improve accessibility and sustainable mobility in the town centre by enhancing modal choice through integration of rail, bus and taxi services iii. Promote the Seatown / Port Harbour Area for regeneration and repurpose of a water based urban quarter iv. Facilitate Urban Expansion through development of the Mount Avenue masterplan lands. 	<p>urban regeneration in the town core by consolidating the built footprint of Dundalk through regeneration of the town centre Core Character Area with a focus on rejuvenation of Clanbrassil Street / St. Nicholas Quarter and development of key town centre infill / brownfield sites in this area. A significant proportion of future urban development shall be accommodated on infill/brownfield sites by encouraging development, including renewal and regeneration of underused, vacant or derelict town centre lands for residential development to facilitate population growth. The UAP shall:</p> <ul style="list-style-type: none"> i. Support development on key town centre infill/brownfield sites include Long Walk Shopping Centre, Carroll’s Village Shopping Centre, Williamson’s Mall, and Dunne’s Park Street ii. Improve accessibility and sustainable mobility in the town centre by enhancing modal choice through integration of rail, bus and taxi services iii. Promote the Seatown / Port Harbour Area for regeneration and repurpose of a water based urban quarter iv. Facilitate Urban Expansion through development of the Mount Avenue masterplan lands. 	

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		<i>v. Support the implementation of the Dundalk Urban Design Framework Plan (2008) or any update thereof</i>	
4.16	Promote and enhance cross-border interactions to realise the growth potential of Drogheda-Dundalk-Newry as an important cross-border network for regional development.		No change
4.17	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.		No change
4.18	Support the role of Dundalk Institute of Technology as a centre of excellence for education.		No change
4.19	Enhance potential for economic development and regeneration at Dundalk Port / Harbour area subject to a feasibility study and appropriate coastal zone management.		No change
4.20	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.		No change
4.21	Support the proposed Dundalk Flood Relief Scheme, subject to the outcome of appropriate		No change

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	environmental assessment and the planning process.		
4.22	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.		No change
4.23	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.		No change
4.24	Support the continued development of Swords as part of an emerging 'Green City' concept, building on its strategic location near Dublin Airport and linked to the delivery of Metrolink to provide for high density and people intensive uses in locations that are accessible to quality public transport nodes, existing and planned.	Support the continued development of Swords <i>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</i>	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. Given the proximity of Swords to European sites along the north Dublin coastline, wording in the RSES shall recognise that at the project consent stage if it appears that any element of the RSES cannot be implemented without adverse impacts which cannot be adequately mitigated or compensated then the proposals will only make provision for the level and location of development for which it can be concluded that there will be no

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			adverse effect.
4.25	<p>Future development required to achieve the growth vision for Swords shall:</p> <ul style="list-style-type: none"> i. Support the regeneration of underused, vacant or derelict town centre lands for residential/mixed use development to facilitate population growth. ii. Provide for the sustainable, compact and sequential infill of yet-to-be developed Masterplan and Local Area Plan zoned lands along the R132 and future MetroLink corridor. iii. Require the preparation of a Local Area Plan at Lissenhall to inform policy for the longer term strategic area of Swords, in accordance with Your Swords: An Emerging City Strategic Vision 2035 or any update thereof. 	<p><i>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</i></p>	<p>No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.</p> <p>It is however noted that planned services can be held up for many reasons including political, legal, planning and funding reasons among others. Where development on residential and employment lands is advanced without certainty around service delivery, there is an increased risk of direct and indirect environmental impact in the short to medium term until services catch up.</p> <p>Given the proximity of Swords to European sites along the north Dublin coastline, wording in the RSES shall recognise that at the project consent stage if it appears that any element of the RSES cannot be implemented without adverse impacts which cannot be adequately mitigated or compensated then the proposals will only make provision for the level and</p>

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			location of development for which it can be concluded that there will be no adverse effect.
4.26	Facilitate the strategic regeneration of Swords to increase the resilience of the local economy and provide for an enhanced urban environment with a particular focus on the following key objectives: i. Enhance the identity of the town centre through 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 Swords Town Centre, in accordance with a new healthy placemaking strategy to provide a prioritised, programmed and impactful package of measures to co-ordinate investment and decision making across multiple stakeholders. ii. Facilitate the creation of a new street fronting the river walk to the west of Main Street and support co-ordinated infill development on key strategic sites along Main Street and North Street. iii. Promote core recreational and amenity spaces, utilising in particular Ward River Valley Park, Swords Cultural Quarter including Town Park, Ward River Walk west of Main Street area.	Facilitate the strategic regeneration of Swords <i>to build on the</i> resilience of the local economy and provide for an enhanced urban environment with a particular focus <i>on the</i> 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 <i>in the town centre and to promote recreational and amenity uses in accordance with a healthy placemaking strategy.</i>	As per previous assessment and mitigation proposed in the SEA/AA/FRA for Swords. Given the proximity of Swords to European sites along the north Dublin coastline, wording in the RSES shall recognise that at the project consent stage if it appears that any element of the RSES cannot be implemented without adverse impacts which cannot be adequately mitigated or compensated then the proposals will only make provision for the level and location of development for which it can be concluded that there will be no adverse effect.
		<i>Support Swords-Dublin Airport as a key</i>	No additional likely significant effects

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		<i>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.</i>	(either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
		<i>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.</i>	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
4.27	Support the continued development of Maynooth, co-ordinated with the delivery of strategic infrastructure including DART expansion to support future population growth and build on synergies with Maynooth University to promote research and economic development opportunities.	Support the continued development of Maynooth, co-ordinated with the delivery of strategic infrastructure including <i>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</i> population growth and builds on synergies with Maynooth University <i>promoting a knowledge-based economy</i>	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
		<i>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.</i>	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.

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		<i>A cross boundary Joint Local 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 LAP 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.</i>	As per assessments previously undertaken for Maynooth. Maynooth is in proximity to significant sites of nature conservation interest recognised for their European and national importance is re-iterated here for clarity. The development of Maynooth has the potential for negative impacts on BFF and W in particular and as such the joint UAP must recognise and reflect the increased sensitivity of constraint in the area and the risk for adverse effects alone and in combination with other plans and projects on sites of nature conservation interest, their habitats and their species.
		<i>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.</i>	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
4.28	Support the continued development of Bray including the enhancement of town centre functions, increased employment opportunities and the westward extension of the town, linked to the delivery of key infrastructure including Bray-Fassaroe public transport links.	Support the continued development of Bray including the enhancement of town centre functions, <i>development of major schemes at the former Bray golf course and Bray harbor along with increased employment opportunities and co-ordination between</i>	There is potential for direct and indirect negative impacts on BFF and W in particular as a result of the amendments to this RPO. The area surrounding Bray has significant ecological constraints in the form of European and National

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		<i>Wicklow County Council and transport agencies to facilitate the delivery of key infrastructure required for the westward extension of the town, including Bray-Fassaroe public transport links</i>	protected sites. Any developments such as those mentioned must be subject to the outcome of appropriate environmental assessments. Wording in the RSES shall recognise that at the project consent stage if it appears that any element of the RSES cannot be implemented without adverse impacts which cannot be adequately mitigated or compensated, then the proposals will only make provision for the level and location of development for which it can be concluded that there will be no adverse effect.
		<i>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, in order to increase the number of local jobs</i>	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
		<i>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</i>	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
		<i>To support ongoing investment in public transport infrastructure, including the</i>	There is potential for direct and indirect negative impacts on BFF and W in

RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
		<i>appraisal, planning and design of the LUAS extension to Bray, to ensure its continued renewal, maintenance and improvement to a high level to ensure high quality of frequency, safety, service, accessibility and connectivity. The development of Bray-Fassaroe should be undertaken in collaboration between Wicklow County Council and the transport agencies to ensure the delivery of enabling transportation infrastructure.</i>	particular as a result of the amendments to this RPO. The area surrounding Bray has significant ecological constraints in the form of European and National protected sites. Any developments such as those mentioned must be subject to the outcome of appropriate environmental assessments. Wording in the RSES shall recognise that at the project consent stage if it appears that any element of the RSES cannot be implemented without adverse impacts which cannot be adequately mitigated or compensated then the proposals will only make provision for the level and location of development for which it can be concluded that there will be no adverse effect.
		<i>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</i>	This RPO is broadly positive, particularly with regard to PHH, AQ, CF and MA. Some potential for negative effects on BFF where disturbance may occur from cycling/ walking routes. This can be mitigated by proper route selection.
4.29	Support the delivery of the distributor road at Farganstown to release strategic residential and employment lands for development.	<i>Support the delivery of a network of distributor roads and bridges to release strategic residential and employment lands for development and improve connectivity and the</i>	This amendment is directly at odds with the previous proposed RPO and has potential for negative direct and indirect impacts to PHH, AQ, CF, BFF, W, S, Lands

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		<i>efficient movement of people and services in the town</i>	and CH to facilitate a network of distributor roads. If there is a genuine desire to shift to low carbon transport modes, identification and development of employment and residential lands must be prioritised on the basis of their suitability for more sustainable transport modes. Recommended that this RPO is not altered in the manner proposed.
4.30	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.		No change
4.31	Support development of a regional hospital to serve the north east of the country.		No change
4.32	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.		No change
		<i>Support the development of strategic employment lands on the Trim Rd in Navan</i>	The location of the development lands is not clear from the RPO however, it is noted that the Trim Road in Navan (most of the R161 directly south of Navan town centre) is in close proximity

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			<p>to the River Boyne and River Blackwater SAC and SPA (River Boyne about 1km to the east and River Boyne/Blackwater confluence about 1.5km to the north). As such any development of strategic employment lands in proximity to the River Boyne and Blackwater SAC/SPA and pNHA should consider all likely significant effects. Furthermore this RPO should state that any such development will be preceded by and subject to the outcome of the planning process and environmental assessments. The River Boyne to the north-east is also a designated nutrient sensitive area due to pressures from Navan WWTP, which, while it is within capacity and passing compliance, is impacting the river, which is currently at Moderate WFD status. As per the assessment in the SEA, further development must ensure that increased load on services does not degrade the water environment.</p>
4.33	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		No change

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	strong links to Sallins Railway Station, key destinations within the town and to the North West Quadrant and town centre area.		
4.34	Support the use of the Grand Canal for amenity, recreation and sustainable transport purposes.	<i>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.</i>	As per previous assessment and mitigation proposed in the SEA ER and NIR for Naas. The additional mention of specific greenway projects to link to the Grand Canal Greenway is positive for PHH, MA, AQ and CF where walking and cycling is prioritised over other modes; however projects should be subject to environmental assessment and route selection as appropriate as they can also give rise to direct and indirect negative effects on W, BFF, S, LS and CH arising from ducting and cable laying along roads, loss of habitat and disturbance of species during construction, disturbance of species from lighting, pedestrians and cyclists etc. It will be necessary to demonstrate further through the plan hierarchy how these features will be delivered while conserving biodiversity.
		<i>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</i>	As per previous assessment and mitigation proposed in the SEA ER, NIR and FRA for Naas. With regard to walking and cycleway links, which are positive overall, the following is also

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		<i>links between the core and surrounding residential and employment areas through the further development of walking and cycling routes and improved public transport</i>	noted for Naas in relation to flooding in general, and particularly if the canal is considered as part of sustainable modes: <i>It should be noted that as acknowledged in the FRMP there is high uncertainty regarding the flood risk in relation to Naas due to poor availability of model calibration events and possible interconnection between fluvial and surface water drainage and canal systems. Prior to the development of this model a cautionary approach should be taken with regards to flood risk and zoning in Naas.</i>
		<i>Strengthen the local employment base 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</i>	As per previous assessment and mitigation proposed in the SEA ER, NIR and FRA with particular regard to the FRA which notes that industrial zone areas on the outskirts of the town also fall within Flood Zones A and B.
		<i>Support the delivery of a dedicated public transport interchange in Naas with associated Park and Ride</i>	As no specific location is outlined, the siting of such an interchange should be based on appropriate site/route selection and any environmental assessments as appropriate, given that three 'branches' of the River Boyne and River Blackwater SAC/SPA are within the town centre, and the potential issues

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			with flooding and land use zoning constrained by such. The environmental sensitivities of the area should be duly noted in the RSES to ensure that future site selection has proper regard to protection of the environment.
		<i>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.</i>	As per the assessment in the SEA, AA, with particular regard to the FRA which notes that Flood Zones indicate that areas of the town centre and existing residential areas adjacent the Blessington and Dublin Road are at risk from flooding. The flood zones and constraints of the M7 motorway also indicate that Naas can expand predominantly to the south west.
4.35	Support an enhanced role and function of Wicklow-Rathnew as the County town, particularly as a hub for employment, training and education.		No change
4.36	Support Wickow-Rathnew's role in the provision of third level education in association with Institute of Technology Carlow.	Support Wickow-Rathnew's role in the provision of third level education <i>at the Wicklow County Campus Rathnew</i> (in association with Institute of Technology Carlow) <i>and in particular, to support the development of the campus as a hub for the Film Industry and Screen Content Creation Sector</i>	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.

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4.37	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.		No change
4.38	Support the development of Wicklow-Rathnew as a tourism hub having regard to its accessibility to key tourist destinations in the Region.		No change
		<i>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.</i>	A positive addition with direct and indirect long-term positive impacts for MA and PHH, as well as AQ and CF via access to a high quality train service as an alternate mode to private vehicle. All investment should be subject to the outcome of appropriate planning and environmental assessments.
4.39	Improve accessibility and sustainable mobility in the town centre by enhancing modal choice through integration of rail, bus and taxi services.		No change
4.40	Support the development of Longford as a tourism hub having regard to its accessibility to key tourist destinations in the Region including Center Parcs, and proximity to natural amenities, recreational opportunities and the		No change

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	town's location on the Rebel Longford Trail.		
4.41	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.		No change
4.42	Support the proposed Longford Flood Relief Scheme subject to the outcome of appropriate environmental assessment and the planning process.		No change
		<i>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 site</i>	<p>As per previous assessment and mitigation proposed in the SEA ER, NIR and FRA for Longford.</p> <p>The reference to 'outlying sites to the town centre' is ambiguous in terms of specific locations, so it is highlighted that there are extensive floodplains adjacent to the north-east and western edges of the town.</p> <p>With the inclusion of reference to enhancement and linking of brownfield, the following is thus noted in the SEA for the NPF: <i>Where infill and brownfield sites are utilised this is positive for PHH and MA but has the potential to</i></p>

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			<p><i>negatively impact S as sites can have hazardous materials which require remediation. Disturbance of contaminated material may lead to mobilisation of leachates with consequent negative impacts for water, soils and indirectly for BFF. There is also potential for further negative impacts on BFF due to possible spread of Invasive Species. It has been noted in the baseline section that there is only one landfill in Ireland with the ability to process mildly contaminated inert materials. This has implications for the levels of contaminated waste which could be generated through the use of infill and brownfield sites for provision of housing, particularly in urban areas where there have been historic industry uses or old dumping sites.</i></p> <p>Furthermore the following mitigation was proposed in the NPF for NPO3c: <i>A map is to be developed by each local authority, coordinated at the Regional Assembly level, showing potential infill and brownfield opportunities in order to spatially inform decision making on the</i></p>

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			<p><i>suitability of these sites for further development or regeneration.</i></p> <p>At the time of finalisation of the NPF, the DHPLG indicated that this mitigation measure would be addressed through the RSES. It is acknowledged that a new guiding principal has been added [amendment 120] which addresses this requirement.</p>
		<p><i>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; and due to its proximity to the regional growth centre of Athlone.</i></p>	<p>As per previous assessment and mitigation proposed in the SEA ER, NIR and FRA for Longford.</p>
		<p><i>To ensure that the future strategic development of Longford takes account of the close proximity of sites of international nature conservation interest</i></p>	<p>While the specific inclusion of this policy is to be welcomed, it could be further strengthened by including a commitment to ensure development does not prevent achievement of objectives set for sites of national and international nature conservation interest.</p>
4.43	Support Mullingar's role as a tourism hub having regard to its accessibility to key tourist destinations in the Region including proximity		No change

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	to natural amenities and recreational opportunities including the Galway to Dublin Greenway.		
4.44	Promote the plan led development and regeneration of publicly owned land banks in the town for employment, education, community, cultural and recreational opportunities.	Promote the plan led development and regeneration of publicly owned land banks in the town for employment, education, community, cultural and recreational opportunities <i>and to support the economic development and regeneration of the town centre</i>	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
4.45	Support the development and expansion of the Midlands Regional Hospital	Support the development and expansion of the Midlands Regional Hospital <i>including any necessary supporting infrastructure</i>	No change
		<i>Support Mullingar's role as an important employment hub by promoting economic development and clustering of related enterprises</i>	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
		<i>To ensure that the future strategic development of Mullingar takes account of the close proximity of sites of international nature conservation interest</i>	While this policy is welcomed, it needs to be further strengthened beyond "take account of". Future strategic development in Mullingar should progress in a manner which does not prevent achievement of objectives set for sites of international nature conservation interest.
4.46	Support Tullamore's role as a tourism hub having regard to its accessibility to key tourist	Support Tullamore's role as a tourism hub <i>and development as a Tourism Destination Town</i>	The addition of other natural heritage areas as tourist destinations to increase

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	<p>destinations including proximity to natural amenities and recreational opportunities including Grand Canal Greenways and Blueways and outdoor recreation parks.</p>	<p>having particular regard to its <i>distilling heritage and industry</i>, accessibility to key tourist destinations including proximity <i>and accessibility</i> to key tourist destinations, natural amenities and recreational opportunities including the Grand Canal Greenways and , <i>Lough Boora Discovery Park, Slieve Bloom Mountains. Also to support Tullamore as a hub for the 'Midlands Cycle destination – Offaly'. Further, to recognise Tullamore’s potential as a conferencing and event hub, given the town’s central location, accessibility and experience</i></p>	<p>accessibility to (Lough Boora, Slieve Bloom Mountains) has potential for negative effects on BFF, W, CH and LS through increased visitor pressure if not sustainably managed. However the positive impacts to PHH, AQ and CF from access to nature and cycleways are also recognised.</p> <p>As noted in the SEA assessment for greenways/blueways, opportunities to add positive impacts for BFF, W and LS should be considered as part of any cycleway development of linkage through inclusion of ecological enhancements. As the Slieve Bloom Mountains are an SAC and SPA, if it appears that any development arising from the RSES cannot be implemented without adverse impacts which cannot be adequately mitigated or compensated then the proposals will only make provision for the level and location of development for which it can be concluded that there will be no adverse effect.</p> <p>Recommend using similar wording as</p>

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			included in amended RPO 6.16 i.e. <i>"...access should be planned and managed in a manner that protects environmental sensitivities, ecological corridors, and the ability of local infrastructure to support increased tourism"</i>
		<i>Support the role of Tullamore as a major employment centre with key assets being its existing positive jobs to resident employees ratio, excellent quality of life and future strategic development sites. Also to support infrastructural development to facilitate this role.</i>	As per previous assessment and mitigation proposed in the SEA ER, NIR and FRA for Tullamore. The provision of infrastructural development will be subject to the outcomes of the planning process and any related environmental assessments.
		<i>To support the examination of a University in the Midlands and in particular Tullamore's and Co. Offaly's role in its provision</i>	Broadly positive for PHH but considerations should extend to indirect and cumulative impacts of direct infrastructure needed and supporting facilities e.g. housing needs etc. which could result in indirect and cumulative impacts to environmental receptors. This should be acknowledged.
4.47	Support delivery of the Portlaoise Regeneration and Development Demonstration Project and assist the Local Authority in seeking funding opportunities for delivery of regeneration development.		No change

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4.48	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.		No change
		<i>Support the vision and objectives of the J17 National Enterprise Park Masterplan 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</i>	<p>It is noted that the Masterplan is included as part of the Portlaoise LAP 2018-2024 which has undergone SEA, AA and SFRA. The SFRA for this RSES flags that there areas along the banks of each watercourse in the town that lie within Flood Zones A and B, including the National Enterprise Park.</p> <p>It is noted that the Masterplan does contain policies and objectives in respect of natural heritage and environmental protection.</p> <p>While inclusion of the wording "having regard to environmental requirements" can be seen as broadly positive for BFF, W, S, LS and CH, it is vague and lacks any specificity making it aspirational rather than action orientated. It is recommended that this policy is revised to commit to ensuring environmental protection.</p>
		<i>Support the development and expansion of the</i>	Broadly positive indirect positive

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		<i>Midlands Regional Hospital to be a centre of excellence for Portlaoise and its catchment area</i>	impacts for PHH and MA in the medium to long term.
4.49	A cross-boundary Joint Urban Area Plan (UAP) 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 UAP 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 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 town to ensure that it has the capacity to grow sustainably and secure investment as a Regional Growth Centre. The Joint UAP 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.	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 UAP 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/ <i>Craiguecullen</i> 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 <i>development of the combined urban area</i> to ensure that it has the capacity to grow sustainably and secure investment as a <i>Key Town</i> . 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	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.

RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
		<p><i>Support development of underused lands along the River Barrow.</i></p>	<p>This policy has significant potential for direct and indirect negative environmental impacts, particularly for BFF, W, LS and LandS, and indirectly for PHH. While also being a designated SAC and SPA, the SEA ER and NIR assessments flag that the River Barrow has a WFD status of Moderate, while the Burren tributary is at Poor status, with both At Risk of not meeting WFD objectives. The Barrow is also a designated Nutrient Sensitive River from Portarlinton to Graiguenamanagh, and therefore has little to no assimilative capacity to absorb current wastewater or other development pressures.</p> <p>The SFRA also flags that <i>Any undeveloped sites adjacent to the River Barrow have been zoned for green space and this should be maintained to retain existing floodplain areas.</i></p> <p>It is recommended that this policy is removed in light of the environmental sensitivities and in having regard to the recommended mitigation measures.</p>
4.50	In Development Plan policy Local Authorities	In Development Plan policy Local Authorities	No additional likely significant effects

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	shall prioritise the regeneration of rural towns and villages through identification of significant ready-to-go 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.	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.	(either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
4.51	In Development Plan policy Local Authorities shall identify small towns and villages that have the potential for services sites as an alternative to one-off rural housing.	<i>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.</i>	The inclusion of this policy is considered positive overall for PHH and MA.
4.52	Local Authorities shall identify and provide policies to support and protect existing rural economies such as valuable agricultural lands to ensure sustainable food supply, and to protect the value and character of the open countryside.	Local Authorities shall identify and provide policies to support and protect existing rural economies such as valuable agricultural lands to ensure sustainable food supply, and to protect the value and character of the open countryside <i>and to support the diversification of rural economies to create additional jobs and maximise opportunities in emerging sectors, such as agri-business, energy, tourism, forestry enterprise</i>	It should be noted within this policy that it is subject to the outcomes of the planning process and any environmental assessments as appropriate. This is to recognise the potential for emerging sectors, such as agri-business, energy, tourism, forestry enterprise to give rise to direct and indirect negative impacts on PHH, W, S, LS, CG and BFF if they are promoted in inappropriate locations and

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			without due regard for the sensitivities of the receiving environment.
4.53	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.		No change
4.54	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.		No change
4.55	Local Authorities shall ensure that economic development that is urban in nature should be in the first instance located in urban areas.		No change
		<i>Support the consolidation of the town and</i>	Positive direct and indirect effects from

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		<i>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</i>	this policy as it seeks to deliver sustainable development in line with core strategies in CDP. It is noted that core strategies are or will be subject to AA, SEA and SFRA to inform the appropriate levels.
		<i>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</i>	This policy has potential to give rise to short to long term indirect negative effects on BFF, W, S etc through disturbance and intrusion from supporting infrastructure. All such initiatives should be subject to the outcomes of the planning process and any environmental assessments as appropriate.
Chapter 5 - Dublin Metropolitan Area Strategic Plan (MASP) - 8 RPOs			
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.		No change
5.2	Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, Bus Connects		No change

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	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.		No change
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 Draft 'Urban Development and Building Heights Guidelines for Planning Authorities'.	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'.	No change. Amendment acknowledges that the Building Height Guidelines have been finalised. It is noted that the mitigation measures provided in the SEA ER and NIS for the building height guidelines should be fully implemented.
5.5	Future residential development in the Dublin Metropolitan Area shall follow a clear sequential approach, with a primary focus on the consolidation of Dublin and suburbs, supported by the development of Key Metropolitan Towns in a sequential manner as	Future residential development in 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	No change

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	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.	(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.		No change
5.7	Coordinate across Local Authority boundaries to identify manage and develop regional green infrastructure to enhance strategic connections and develop a regional greenbelt policy in the Dublin metropolitan area.	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.	Positive additions with potential for enhanced positive effects for BFF, W, S, PHH, AQ, CF and MA in particular if sited sensitively and having regard to sensitive receptors. It is acknowledged that there is potential for cumulative negative effects from GI provision where siting and routing is in conflict with existing nature conservation areas. As such, the policy to follow must ensure that potential for habitat loss and disturbance is addressed at the regional level also.

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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		No change
Chapter 6 - Economy and Employment (39 RPOs)			
6.1	Support the national economic agencies, Local Enterprises Offices, Regional Action Plan for Jobs implementation committees and Local Authorities with their plans for job creation 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 draft RSES.	Support the national economic agencies, Local Enterprises Offices, <i>Regional Enterprise Plan Steering Committees, Local Authorities and other relevant stakeholders, with their plans for job creation and enterprise development</i> 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 draft RSES.	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.

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6.2	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.		No change
6.3	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.		No change
6.4	Support the effective planning and development of large centres of population and employment along the main economic corridor, in particular Drogheda and Dundalk.		No change
6.5	Local Authorities shall identify measures in LECPs for regeneration in small towns and		No change

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	villages cores.		
6.6	Local Authorities shall explore projects in LECs 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.		No change
6.7	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.		No change
6.8	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 and diversification into alternative on-farm and off-farm activities,	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, quarrying and mining and diversification into alternative	A number of sectors were previously outlined in this RPO and the amendment adds specifically tourism and quarrying/ mining. Development of any of these sectors could have positive and negative direct and indirect impacts on BFF, W, LS, CH, AQ, CF and LandS through

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	<p>while at the same time noting the importance of maintaining and protecting the natural landscape and built heritage.</p>	<p>on-farm and off-farm activities, while at the same time noting the importance of maintaining and protecting the natural landscape and built heritage.</p>	<p>disturbance to or loss of habitats and/or species, emissions to air and water, disturbance to heritage features, loss of floodplains or impacts to landscape character/setting. It is noted that policy objective relates to development in a sustainable manner “noting the importance of maintaining and protecting the natural landscape and built heritage”. As a result many of the environmental receptors for this policy objective for the natural environment are positive.</p> <p>In developing such initiatives, each LA must consider the potential for the initiative to lead to likely significant effects on any European site and where necessary adverse effects on site integrity.</p>
		<p><i>The Regional Assembly supports the Regional Enterprise Strategies to focus on;</i></p> <ul style="list-style-type: none"> • <i>Position and support the growth of the Midlands as an advanced manufacturing centre of excellence.</i> • <i>Leverage opportunities in big data and data analytics from iLOFAR.</i> • <i>Ensure that the Midlands is well positioned to address the challenges posed by the</i> 	<p>The purpose of the Enterprise strategies is to drive job creation and support enterprise growth in the region. No specific projects are noted in the RPO but it can be anticipated from the content of the RPO that infrastructure and support services are intended. This has the potential to impact negatively on the receiving environment including</p>

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		<p><i>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.</i></p> <ul style="list-style-type: none"> • <i>Build a pipeline of sustainable and scalable start-ups in Dublin and provide quality support</i> • <i>Develop the Mid-East as a hub for the Screen Content Creation Sector</i> • <i>Build an ecosystem framework to support the Agri-food sector in the Mid-East</i> • <i>Develop a network of innovative co-working spaces in the region to mitigate long commuting times, promote remote working opportunities and life-style benefits.</i> 	<p>BFF, W, S, L, LS, CH as a result of construction and operation. Benefits are also likely for A and CF where reduced community and energy efficiency in buildings can be achieved. Mitigation already included in the SEA and NIR for the RSES are applicable here including:</p> <p>Any plan or project arising from the RSES will be subject to SEA, AA, EIA and EclA as appropriate as the main tools to ensure future growth and development while maintaining a high quality environment; developments will be phased in line with adequate services, particularly with regard to water and wastewater capacity; and robust site and route selection will be used to avoid unnecessary impact.</p>
		<p><i>To support the sustainable development of tourism in the Midlands in line with the strategic objectives of both the Ireland's Ancient East and Ireland's Hidden Heartlands experience brand propositions</i></p>	<p>Direct positive impacts for PHH and MA from increase tourism opportunities in the medium to long term. However such initiatives can give rise to significant negative effects over the short to longer term for CH, BFF, W, LandS as a result of increased visitor pressures leading to degradation of</p>

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			<p>environmental receptors from trampling, insufficient water / wastewater capacity during high seasons, litter, increased seasonal air pollution from transport etc..</p> <p>As with the WAW initiative, the proposals for the Ancient East and Hidden Heartland should be subject to their own SEA and AA process to ensure the carrying capacity of the receiving environment is aligned and limited to sustainable patterns. Lessons-learned and the evidence base will already exist along with ongoing monitoring associated with the WAW, and these learnings should be noted in the RPO.</p>
6.9	EMRA will support the preparation of a Retail Strategy / Strategies for the Region in accordance with the Retail Planning Guidelines for Planning Authorities 2012 to update the retail hierarchy and apply floorspace requirements for the Region.		No change
6.10	Future provisions of significant retail development within the Region shall be consistent with the Retail Planning Guidelines for Planning Authorities 2012 and the retail hierarchy for the Region, expressed in the RSES,		No change

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	until such time as this hierarchy is updated.		
6.11	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.		No change
6.12	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.		No change
6.13	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.		No change
6.14	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.		No change
6.15	Support working with relevant landowners and recreational/ tourism agencies to increase	Support working with relevant landowners and recreational/ tourism agencies to increase	No additional likely significant effects (either positive or negative) in respect of

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	access to the countryside and coastal areas to ensure maintenance of the existing network.	access to the countryside and coastal areas to ensure maintenance of the existing network <i>and to seek to develop and add to the offer where appropriate</i>	the SEA/AA/FRA from this proposed alteration to the draft plan.
6.16	Support the maintenance of, and enhanced access to, state lands such as National Parks, Forest Parks, Waterways, etc for recreation and tourism purposes.	Support the maintenance of, and enhanced access to state lands such as National Parks, Forest Parks, Waterways, etc., <i>together with Monuments and Historic Properties</i> , for recreation and tourism purposes. <i>access should be planned and managed in a manner that protects environmental sensitivities, ecological corridors, and the ability of local infrastructure to support increased tourism</i>	Positive addition to the policy is noted and welcomed. As per previous assessment and mitigation proposed in the SEA ER and NIR.
6.17	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.		No change
		<i>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</i>	Provision of greenways and blueways may be indirectly negative for BFF; key issues for European Sites include the provision of support infrastructure such as slipways and quays, water pollution from fuel from boats, noise disturbance from power boats, human disturbance from increased footfall on adjacent

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			<p>towpaths and people using the water, loss or disturbance of riverine or fringing habitat to provide associated infrastructure. In addition there is potential for transfer of disease and spread of invasive species as a result of boating activity. A recent example is the introduction of crayfish plague in the River Barrow system. This can result in 100% mortality for the protected white clawed crayfish. The policy base should include a clear objective to prevent the spread of IAS within the region.</p> <p>Opportunities to add positive impacts for BFF, W and LS should be considered as part of any blue/greenway through inclusion of ecological enhancements to the developments. The objective should have regard to the required conservation objectives of European sites, other nature conservation sites, ecological networks, and protected species.</p>
		<p><i>Support Offaly County Council, Bord na Mona and Coillte in the development of the 'Midlands Cycling Destination – Offaly'</i></p>	<p>Potential for medium to long-term direct positive impacts in AQ, CF, PHH and indirect positive impacts on MA. However, as above, cycleways have the potential for direct and indirect negative</p>

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			impacts on BFF in particular as a result of habitat loss and disturbance from routing and species disturbance and / or loss as a result of disturbance from cyclists and associated parking and service facilities that may be required. A robust feasibility study and route selection is therefore needed to ensure that this RPO does not give rise to negative effects on BFF and W and does not lead to likely significant effects on any European sites or protected species. It is recommended that this RPO includes reference to a feasibility study and a route selection.
6.18	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.	EMRA will work with Local Authorities and Fáilte Ireland to identify a network of destination towns within the Region for the prioritisation of investment and supports to drive tourism growth in the Region, <i>to spread the benefit of tourism throughout the region and to encourage the increase of tourism product development</i>	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
6.19	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		No change

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	environment and the growth of the Marine economy.		
6.20	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.		No change
		<i>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 adaptation measures</i>	The support for the DAFM and DCCAE in relation to enhancing the agri-sector will give rise to indirect positive impacts for PHH and MA. The recognition of the need to urgently address climate mitigation and adaptation in this regard is noted, however the RPO could benefit from prioritising support for real and effective mitigation and adaptation mechanisms for the long-term sustainability of the agri-sector.
6.21	Support RAPJs, LEOs and Local Authorities to collaborate with the Regional Skills Fora managers, Education and Training Boards and local stakeholders to address skills shortages and lifelong learning challenges in the Region.		No change
6.22	Support and foster the collaboration of industry and research to identify areas of research, development and innovation, and to identify projects for funding.		No change

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		<i>Support community and adult education providers who are already providing formal and non-formal education to targeted disadvantaged 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</i>	Direct and indirect positive impacts in the short, medium and long term for PHH and MA in particular.
6.23	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.		No change
6.24	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.		No change
6.25	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.		No change

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RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
6.26	Support enterprise development agencies to map, monitor and evaluate the Region's enterprise and innovation ecosystem, benchmarking against other relevant jurisdictions nationally and internationally.		No change
6.27	With the allocation outcomes from the competitive calls EMRA, in co-ordination 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.		No change
6.28	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.		No change
		<i>Support Local Authorities in the design, development and roll-out of social enterprise practices, with a strong emphasis on collaboration</i>	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
6.29	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		No change

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	prepare strong business cases, to identify funding sources, to bid, and successfully attract competitive funding.		
6.30	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.		No change
6.31	Prepare and operate an economic risk management system, with preventive action plans, considering social and environment factors.		No change
6.32	Support enterprise agencies, RAPJs, LECPs, 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.	Support enterprise agencies, RAPJs, LECPs, 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. <i>include reference and support for the Bord na Mona Regional Transition Team</i>	The inclusion of the Regional Transition Team is positive will be a long-term direct positive impact for PHH, as it supports opportunities and economic mitigation resulting from planned job losses at Bord na Móna.
Chap 7 Environment and Climate (43 RPOs)			

RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
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.		No change
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.		No change
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.		No change
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.		No change
7.5	EMRA shall work with coastal stakeholders to	EMRA shall work with coastal stakeholders to	No additional likely significant effects

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	support the sustainable development of the national Fishery Harbour Centre in Howth and the sustainable growth of the seafood sector in the Region, to ensure that marine resources are sustainably managed and that planned activities on land do not adversely affect the marine economy and environment.	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.	(either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
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.		No change
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.		No change
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		No change

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	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.		No change
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 Development Plans.	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 <i>land use</i> Plans.	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
7.11	Local Authorities shall incorporate 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 waterbodies 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	<i>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</i> 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	It should be noted that a significant proportion of water bodies are under the risk category of Review, such that while many of these water bodies may currently have Good status, there are pressures which may or are likely to cause a deterioration in the future should trends not stabilise or reverse, or are awaiting the outcomes of measures which have already been applied. While

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	with sufficient capacity and thus contribute to improved water quality in the Region.	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	<p>it is a positive and welcome addition to highlight the need to protect our High status water bodies, it is just as important to maintain and prevent the deterioration of those water bodies under Review.</p> <p>No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.</p>
7.12	Future statutory landuse 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		No change
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.		No change

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RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
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.		No change
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.		No change
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		No change
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		No change

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	species and the conservation of native species.		
7.18	Work with local authorities and state agencies to promote the development of improved visitor experiences and facilities in the Wicklow National Park	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.	<p>The addition of Slieve Bloom Mountains is noted, however unlike the Wicklow Mountains, this park/Nature Reserve has no Park Management Plan. It would be a positive policy addition to, in order to promote all aspects of park management, to specifically also support the development of a Management Plan for Slieve Bloom, and an update to the Wicklow Mountains Management Plan which is out of date (2005-2009). This would assist in formalising and capturing the key issues and visitor pressures, and which highlights clear lines of responsibility, outlines the protection objectives for the European Sites and protected habitats and species, and sets out how these may be managed synergistically with amenity and tourism.</p> <p>No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.</p>
7.19	Support the consideration of designating a National Park for the peatlands area in the		No change

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RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
	Midlands.		
7.20	Promote the development of improved visitor experiences, nature conservation and sustainable development activities within the Dublin Bay Biosphere.	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.	Positive clarification on cooperation. No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
7.21	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.		No change
7.22	Support the further development of Green Infrastructure policies and coordinate the mapping of strategic Green Infrastructure in the Region.		No change
		<i>Develop 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.</i>	This new RPO will give rise to direct and indirect medium to long-term positive impacts for W and BFF in particular. Positive in terms of alignment with other related environmental legislation including Water Framework Directive, Habitats Directive and floods Directive. A reference to the forthcoming RBMP guidelines would be a positive addition

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			to this RPO. Further to consultation feedback it is also recommended that habitat mapping in the coastal zone is essential to ensuring the long term sustainable strategic development in the Dublin Metro area. A separate RPO should be included for coastal and marine waters.
7.23	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.	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.	As per assessment and mitigation in SEA ER and NIR. Positive clarification on carrying capacities is welcomed.
7.24	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.		No change
7.25	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.		No change

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RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
7.26	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.		No change
7.27	Support collaboration between Local Authorities and relevant stakeholders and the development of partnership approaches to integrated peatland management that incorporate any relevant policies and strategies such as the Bord na Mona 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.	Support collaboration between Local Authorities, the Transition Team and relevant stakeholders and the development of partnership approaches to integrated peatland management that incorporate any relevant policies and strategies such as the Bord na Mona 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.	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
7.28	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.		No change
7.29	Within one year of the publication of the RSES, the Climate Action Regional Office’s shall compile a greenhouse gas emissions inventory for the Region to allow for planning of strategic	OMIT	The SEA recommends that this RPO is NOT omitted. Without generating an inventory in the first place it will not be possible to carry out the next RPO which

RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
	mitigation action through a Regional Decarbonisation Plan. The Climate Action Regional Office’s shall track the success of the Plan through annual inventories completed each year. Annual reporting of the inventories and critical analysis of the proposed measures will be undertaken to track progress within the Region and to track progress with national targets on a regional basis.		is based on that inventory. If the CARO is not the correct owner of the action to generate the inventory, then the policy should be amended to clarify who and how it is to be generated.
7.30	On publication of the first regional emission inventory, the EMRA in conjunction with the Climate Action Regional Office’s shall identify the sectoral emissions and assign a series of sectoral emissions reductions targets for each sector within the Regional Decarbonisation Plan. These emissions reductions targets will be based on an aggregate 40% reduction in greenhouse gas emissions by 2030 in line with the EU 2030 Framework.	On publication of the first regional emission inventory, the EMRA in conjunction with appropriate stakeholders shall identify the sectoral emissions and assign a series of sectoral emissions reductions targets for each sector within the Regional Decarbonisation Plan. These emissions reductions targets will be based on an aggregate 40% reduction in greenhouse gas emissions by 2030 in line with the EU 2030 Framework.	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
7.31	Local Authorities shall develop, adopt and implement local climate action strategies which shall assess local vulnerability to climate risks, quantify the emissions produced within their jurisdictions, and identify, cost and prioritise adaptation actions in accordance with the guiding principles of the National Adaptation Framework.	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.	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.

RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
7.32	Climate regional action offices shall provide guidelines and support to the Local Authorities on the development, adoption and implementation of local climate action strategies (both mitigation and adaption). These guidelines shall include the specific actions and obligations and timescales for same that must be undertaken by the Local Authorities to comply with national policy.	Climate regional action 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.	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
7.33	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.		No change
7.34	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	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	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.

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	environmental constraints are addressed in the analysis. A regional landscape strategy should be developed to support delivery of projects within the Strategic Energy Zones.	environmental constraints are addressed in the analysis. A regional landscape strategy should be developed to support delivery of projects within the Strategic Energy Zones.	
		That the RSES prepare policies/ objectives that anticipate the identification of "Projected Climate Impact Areas"	The RPO would benefit from greater clarity on the scope and function intended. It is not clear if it is intended that the RSES will include such policies or if the intention is for the EMRA to prepare them in due course.
7.35	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		No change
7.36	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.		No change
7.37	Local Authorities shall consider the use of heat		No change

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	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.		
7.38	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).		No change
7.39	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).		No change
7.40	Support and promote structural materials in the construction industry that have low to zero		No change

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	embodied energy & CO2 emissions.		
7.41	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.		No change
7.42	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.		No change
Chap 8 - Connectivity (26 RPOs)			
8.1	The integration of transport and land use planning in the Region shall be informed by the guiding principles expressed in the transport strategy of the draft RSES.	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 draft RSES.	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
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.		No change
8.3	That future development is planned and designed in a manner which maximises the		No change

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	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 outside of the GDA shall be informed by the guiding principles expressed in the draft RSES.	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 draft RSES.	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
		To promote the use of mobility management and travel plans to bring about behavioural change and more sustainable transport use.	This is a positive and welcome policy inclusion which should have direct and indirect positive medium to long-term impacts on PHH, as well as AQ and CF to address the behavioural aspects of modal choice.
		To prepare a regional strategy for freight transport in collaboration with the relevant transport agencies and the other Assemblies	This is a positive policy addition with positive impacts mainly for MA, particularly if all modal options are considered and promoted. Such a strategy should undergo SEA and AA to ensure that strategies are guided toward sustainable outcomes in the long-terms and avoid unnecessary impacts on the receiving environment.
8.5	In order to give local expression to the regional level Transport Strategy within the Region in		No change

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	conjunction with the NTA, Local Transport Plans (LTP) will be prepared for selected settlements in the Region.		
8.6	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.		No change
8.7	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.		No change
8.8	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.		No change
8.9	Support the improvement, and protection, of the EU TEN-T network and the strategic function of the Dublin to Belfast road network.		No change
8.10	Support the delivery of a higher speed rail connection between Belfast and Dublin and Cork.		No change
8.11	Support the Local Link Rural Transport Programme throughout rural areas of the Region.		No change
8.12	The draft RSES supports delivery of the strategic park and ride projects set out in Table 8.5		No change

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	subject to the outcome of appropriate environmental assessment and the outcome of the planning process.		
8.13	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.		No change
8.14	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 M11 to improve connectivity to Rosslare.		No change
8.15	Support the National Aviation Strategy and the growth of Dublin Airport to include its status as a secondary hub airport, in particular the provision of a second runway and improved terminal facilities. 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 and in the longer term, consideration of heavy rail access to facilitate direct services from the national rail network in the context of potential future electrification.	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.	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
8.16	Improve cycle access to Dublin Airport and surrounding employment locations.	Improved access to Dublin Airport is supported, including Metrolink and improved bus services	This RPO is significantly broadened in scope from cycle access. Reference is

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		<p>as part of BusConnects, connections from the road network from the west and north and in the longer term, consideration of heavy rail access to facilitate direct services from the national rail network in the context of potential future electrification. Improve cycle access to Dublin Airport and surrounding employment locations. Support appropriate levels of car parking and car hire parking.</p>	<p>now included to Metrolink, BusConnects, rail and car including parking. This access has the potential for significant cumulative impacts in and around Dublin airport with direct and indirect negative impacts from landuse change, land loss, habitat loss, emissions to water and air, changes to surface water regimes, changes to flooding, increase noise among others. An integrated plan, prioritising public transport offers the best potential to reduce negative effects. It is therefore recommended that a mobility management plan be developed for Dublin Airport as part of the Dublin Airport LAP or similar process in cooperation with daa, Fingal CC and the relevant transport agencies to ensure that the short, medium and long-term needs of the transport network in the area are not compromised. Such a plan should clearly show how growth of the airport and associated developments such as Airport City which predict significant additional demand are to be sustainably accommodated in the existing and permitted transport</p>

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RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
			capacity while also protecting the receiving environment.
8.17	Spatial planning policies in the vicinity of the airport shall recognise and reflect the airport noise zones associated with Dublin Airport. In particular 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.	Spatial planning policies in the vicinity of the airport shall recognise and reflect the airport noise zones associated with Dublin Airport. In particular 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.	Medium to long term positive impacts for PHH and MA by the inclusion of noise considerations as part of developments.
8.18	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.		No change
8.19	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.		No change

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8.20	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.		No change
8.21	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.		No change
8.22	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.		No change
8.23	Local Authorities shall: <ul style="list-style-type: none"> o Support and facilitate delivery of the National Broadband Plan o Facilitate enhanced international fibre 		No change

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	<p>communications links, including full interconnection between the fibre networks in Northern Ireland and the Republic of Ireland</p> <ul style="list-style-type: none"> 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. 		
8.24	EMRA supports the preparation of planning guidelines to facilitate the efficient roll out and delivery of national broadband.		No change
Chap 9 - Quality of Life (32 RPOs)			
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		No change

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	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.		No change
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.		No change
9.4	Design standards for new apartment developments should encourage a wider demographic profile which actively includes families and an ageing population.		No change
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.		No change
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.		No change
9.7	Local Authorities shall support the preparation of Design Guidelines to provide for		No change

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	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.		
9.8	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.		No change
9.9	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 at least 30% of all new homes within or contiguous to the built-up area of metropolitan settlements within the wider Dublin metropolitan area.		No change
9.10	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.		No change
9.11	To work with Local Authorities, government departments and relevant agencies to promote		No change

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	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.		
9.12	Local Authorities shall, in their Core Strategies, set out specific objectives relating to the delivery of development on urban/brownfield regeneration sites in line with the Guiding Principles set out in the Draft RSES.	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.	Amendment acknowledges that the Building Height Guidelines have been finalised. It is noted that the mitigation measures provided in the SEA ER and NIS for the building height guidelines should be fully implemented.
9.13	To support, at a National level, efforts to explore ways to deal effectively with waste and contamination relating to brownfield regeneration.		No change

RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
9.14	Support the implementation of Local Authority Local Economic and Community Plans (LECPs) 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.	Support the implementation of Local Authority Local Economic and Community Plans, in collaboration with Local and Economic Development Committees (LDCs) 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.	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
9.15	Support investment in the sustainable development of the Region’s childcare services as an integral part of regional infrastructure to include: 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.		No change
9.16	In areas where significant new housing is proposed, an assessment of need regarding schools provision should be carried out and statutory plans shall designate new school sites at accessible, pedestrian, cycle and public transport friendly locations.	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.	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.

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RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
		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.	A positive and welcome policy addition with medium to long-term positive impacts for PHH and neutral for other environmental receptors as it addresses skills and education.
9.17	EMRA shall work collaboratively with stakeholders including the wide range of service providers through the LECs to effectively plan for social infrastructure needs.		No change
9.18	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.		No change
9.19	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.		No change
9.20	Local Authorities shall support the vision and objectives of the National Sports Policy, including working with local sports		No change

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	partnerships, clubs, communities and partnerships within and beyond sport, to increase sport and physical activity participation levels locally.		
9.21	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.		No change
9.22	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 draft RSES settlement strategy and core strategies of development plans.		No change
		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	Overall a positive and welcome policy addition as it seeks to prioritise and promote walking and cycling, and therefore has positive direct and indirect impacts for PHH, MA, AQ, and longer-term for CF. Potential for biodiversity enhancements should also be explored.

RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
		Streets (DMURS)	
		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.	Policy is positive for PHH and MA, but has the potential for direct and indirect impacts on BFF, LS, W CH and Lands where greenfield or other natural spaces outside of settlement envelopes are utilised for amenity over spaces which are already in built-up areas. Development or services which are targeted to large open areas should seek to incorporate ecological improvements and to include protection and preservation of important ecological features and stepping stones such as treelines, hedgerows, ponds, riparian zones, wild meadows etc. in order to prevent habitat fragmentation, degradation, or loss of/disturbance to species (e.g. pollinators). Such large open spaces may also serve other important ecosystem functions such as drainage and natural flood protection. Many towns are also located in or adjacent to European and national sites. Such proposals should be subject to robust site selection and environmental assessments.
9.23	Promote and facilitate the role of arts and		No change

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	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.		
9.24	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.		No change
9.25	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.		No change
9.26	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.		No change
		Support the sensitive reuse of protected structures	Generally positive with regards to use of existing building stock, and inclusion of 'sensitive reuse' is welcomed.

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9.27	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.		No change
9.28	Support the designation of the UNESCO candidate sites in the Region.		No change
Chap 10 Infrastructure (25 RPOs)			
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.		No change
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.		No change
10.3	The Regional Assembly and Local Authorities shall liaise and cooperate with Irish Water to ensure the delivery of Irish Water's Investments		No change

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	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.		No change
10.5	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		No change
10.6	EMRA supports the delivery of the waste water infrastructure set out in Table 10.2, subject to appropriate environmental assessment and the planning process.		No change
10.7	Development Plans shall support strategic wastewater treatment infrastructure investment and provide for the separation of foul and surface water networks to		No change

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	accommodate the future growth of the Region.		
10.8	EMRA shall support appropriate options for the extraction of energy and other resources from sewerage sludge in the Region.		No change
10.9	EMRA supports the servicing of rural villages (serviced sites) to provide an alternative to one-off housing in the countryside.	EMRA supports the servicing of rural villages (serviced sites) to provide an alternative to one-off housing in the countryside <i>in line with RPO 4.51</i>	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.
10.10	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.		No change
10.11	Implement policies contained in the Greater Dublin Strategic Drainage Study (GSDSDS), including SuDS.		No change
10.12	Implement the specific recommendations of the GSDSDS in relation to Climate Change Regional Drainage Policies for all relevant developments within the Region.		No change
10.13	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		No change

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	Management Plans.		
10.14	Support roll-out of the Smart Grids and Smart Cities Action Plan enabling new connections, grid balancing, energy management and micro grid development.		No change
		<i>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.</i>	Direct and indirect positive short, medium and long term impacts for BFF, W, PHH and MA which will come from alignment of settlement strategies with IW investment planning.
		<i>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.</i>	Direct and indirect short, medium and long term positive impacts for BFF, W and S in particular.
		<i>Local Authority Core Strategies shall demonstrate compliance with DHPLG Water Services Guidelines for Planning Authorities and demonstrate phased infrastructure led growth to meet demands on the water supply, suitability of new and/or existing drinking water sources (for example hydromorphological pressures) and prevent adverse impacts the integrity of water dependent habitats and species within the Natura 2000 network.</i>	Positive policy inclusion. A reference to the forthcoming RBMP guidelines would be a further positive addition to this RPO.

RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
		<i>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</i>	Direct and indirect positive short, medium and long term impacts for BFF, W, PHH and MA which will come from alignment of settlement strategies with IW investment planning.
		<i>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</i>	The environmental sensitivities of the proposed Water Supply Project for the Eastern and Midlands Region have been documented in the SEA and AA which were undertaken on the initial plan phase. The project is now moving through planning and more detailed survey and analysis will be undertaken to support the AA and EIA of the scheme. At present, the project does not have planning. As previously noted in the SEA process, alternative supplies should be investigated in the short to medium term to ensure that alternatives exist should difficulties be encountered with the main alternative.
10.15	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	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	No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.

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	Strategy including the delivery of the necessary integration of transmission network requirements to facilitate linkages of renewable energy proposals to the electricity transmission grid in a sustainable and timely manner subject to appropriate environmental assessment and the planning process.	Strategy including the delivery of the necessary integration of transmission network requirements to facilitate linkages of renewable energy proposals to the electricity <i>and gas</i> transmission grid in a sustainable and timely manner subject to appropriate environmental assessment and the planning process	
10.1 6	Support an Integrated Single Electricity Market (I-SEM) as a key priority for Ireland.		No change
10.1 7	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: <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 		No change

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RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
	<p>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</p> <ul style="list-style-type: none"> 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. 		
10.18	<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 		No change

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	<p>more diverse power flows and also facilitate future load growth in the area</p> <ul style="list-style-type: none"> 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. 		
10.19	<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>		No change
10.20	<p>Development Plans shall identify how waste will be reduced, in line with the principles of the circular economy and how remaining quantum of waste will be managed and shall promote the inclusion in developments of</p>	<p>Development Plans shall identify how waste will be reduced, in line with the principles of the circular economy, <i>facilitating the use of materials at their highest value for as long as possible</i> and how remaining quantum of waste</p>	<p>Positive policy additions promoting long-lasting materials and welcomed inclusion of reference to the Eastern-Midlands RWMP. It is noted that the RWMP has undergone SEA and AA and</p>

RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
	adequate and easily accessible storage space that supports the separate collection of dry recyclables and food	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 <i>and shall take account of the requirements of the Easter-Midlands Region Waste Management Plan</i>	mitigation measures were identified. These should be fully implemented as part of this policy.
Chap 11 - All Island Cohesion (1 RPO)			
11.1	In co-operation with relevant departments in Northern Ireland, the Eastern and Midlands Regional Assembly will support mutually beneficial policy development and activity in the areas of spatial and infrastructure planning and related spheres.	In co-operation with relevant departments in Northern Ireland, the Eastern and Midlands Regional Assembly will support mutually beneficial policy development and activity in the areas of spatial and infrastructure planning, economic growth and related spheres.	No change
Chap 12 - Implementation (5 RPOs)			
12.1	Following adoption of the RSES the EMRA will establish a RSES implementation group to oversee progress on the implementation of the MASP for Dublin.		No change
12.2	The Draft 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		No change

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RPO No.	RPO	Final RPO	SEA / AA / FRA Screening of Proposed Amendments to Draft RSES
	partnership opportunities.		
12.3	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.		No change
12.4	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.		No change
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.		No change

