



Tionól Réigiúnach an Deiscirt
Southern Regional Assembly

Strategic Environmental Assessment (SEA) Statement

**Regional Spatial and Economic Strategy
for the Southern Region**



Tionscadal Éireann
Project Ireland

2040

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1 INTRODUCTION

The Southern Regional Assembly (SRA) is currently preparing a Regional Spatial and Economic Strategy 2019-2031 (hereafter referred to as the RSES), which will provide context for planning and development in the region for the next 12 years (with review periods every six years) and beyond. The RSES is prepared and adopted in accordance with the provisions of the Planning and Development Act 2000 (as amended). The main statutory purpose of the RSES is to support the implementation of *Project Ireland 2040 – the National Planning Framework* (hereafter referred to as the NPF), and the economic policies and objectives of the Government by providing a long-term strategic planning and economic framework for the development of the region. The RSES is a strategic plan which identifies regional assets, opportunities and pressures and provides appropriate policy, objective and target responses.

This Strategic Environmental Assessment (SEA) Statement has been prepared as part of the statutory SEA process which has been carried out on the RSES in accordance with the relevant national and EU legislation. This document records how environmental considerations have been integrated into the RSES. Furthermore it summarises how the SEA environmental report, submissions and observations made to the competent authority from the public and designated statutory consultees; and any transboundary consultations have been taken into account during the preparation of the RSES.

This SEA Statement has been prepared in accordance with Article 15G of the Planning and Development (Strategic Environmental Assessment) Regulations (S.I. No. 436 of 2004), having regard to Article 8 (Decision Making) of EU Directive 2001/42/EC on Strategic Environmental Assessment and Circular Letter PL 9/2013, Department of Environment, Community and Local Government and also having regard to the requirements under Article 24 and 25 of the Planning and Development Act 2000, as amended, in relation to making of a RSES.

The structure of the SEA Statement is as follows:

- Introduction;
- Summary of key facts;
- Summary of the SEA process;
- Integration of SEA process;
- Preferred scenario and reasons for choosing;
- Screening and Assessment of changes to the final plan
- Measures to monitor significant environmental effects of the implementation of the adopted RSES;
- Conclusions and next steps; and
- Addendum to Environmental Report.

In addition to the SEA of the RSES, Appropriate Assessment (AA) and Regional Flood Risk Assessment (RFRA) have also been undertaken on the RSES. Where relevant these processes are referred to in the SEA Statement to facilitate a rounded understanding of how environmental issues have been integrated in the final RSES. Separate documentation recording these assessments is available on the SRA website [<https://www.southernassembly.ie>].

2 SUMMARY OF KEY FACTS

| | |
|--|--|
| Title of Plan: | Southern Regional Spatial and Economic Strategy |
| Purpose of Plan: | The main statutory purpose of the RSES is to support the implementation of Project Ireland 2040 – the National Planning Framework (NPF), and the economic policies and objectives of Government by providing a long-term strategic planning and economic framework for the development of the region. |
| Competent Authority: | Southern Regional Assembly (SRA) |
| Period Covered: | The plan provides context for planning development over the period 2019-2031, and beyond. It is acknowledged that the plan will be periodically reviewed and updated approximately every 6 years. |
| Area Covered: | The RSES covers the Southern Region, which comprises ten counties/ local authorities, including: Carlow, Tipperary, Waterford, Wexford, Kilkenny, Cork, Kerry, Limerick and Clare. The RSES also incorporates considerations in relation to potential all-Island and transboundary issues. |
| Nature and Content of the Plan: | <p>The RSES is a strategic plan which identifies regional assets, opportunities and pressures and provides appropriate policy, objective and target responses.</p> <p>The Regional Assembly will bring forward the NPF in a manner which best reflects the challenges and opportunities of the region. The RSES seeks to determine at regional scale how best to achieve the shared goals set out in the National Strategic Outcomes (NSOs) of the NPF. To this end, RSES sets out 16 Regional Strategic Outcomes (RSOs), which are aligned with international, EU and national policy and which in turn set the framework for City and County Development Plans. The RSES can assist Local Authorities in aligning with EU priorities to leverage funding and partnership opportunities, however it does not give direct effect to any individual projects.</p> |
| Date Plan Came into Effect: | At the meeting of the SRA of 29 th November 2019, the Members of the Regional Assembly agreed to make the Regional Spatial and Economic Strategy for the Southern Region, on the 31 st January 2020, in accordance with section 24(9) of the Planning and Development Act 2000 as amended. |
| Main Contact: | RSES Team, Southern Regional Assembly, Assembly House, O'Connell Street, Waterford, Ireland, X91 F8PC |

3 SUMMARY OF SEA PROCESS AND WORK TO DATE

The RSES has been subject to a process of Strategic Environmental Assessment (SEA), as required under the Planning and Development (Strategic Environmental Assessment) Regulations S.I. No. 436 of 2004, as amended by S.I. No. 201 of 2011 and Part 2, Chapter III *Regional Spatial and Economic Strategies* of the Planning and Development Act 2000, as amended. This has included the key steps described in the following sections.

3.1 Key Stages in the RSES Process

In order to provide a detailed summary of the influence of the SEA process on the plan, an overview of the key stages for the plan has been presented in **Table 3.1**.

Table 3.1: Key Stages in the Plan and Consultation Process

| Stage | Process Milestone | Timeline |
|---|--|---|
| Stage 1 Pre-Draft Plan | Background Issues Paper prepared to inform the RSES and made available for public comment. | 20 th November 2017 – 16 th February 2018 |
| | SEA Scoping Report prepared and sent to statutory consultees for SEA for comment. In addition the Scoping Report also available for public comment. | 14 th December 2017 – 16 th February 2018 |
| | Director's Report on the submissions prepared and considered by the Assembly prior to preparing the draft RSES | March 2018 |
| Stage 2 Draft Plan & Environmental Reports | At the meeting of the Southern Regional Assembly on, the Members approved the draft RSES for the Southern Region for public consultation, as required under Section 24(4) of the Planning and Development Act 2000 (as amended). | 9 th November 2018 |
| | Public Display of draft RSES, SEA Environmental Report, Natura Impact Report and Regional Flood Risk Assessment | 18 th December 2018 – 23 rd March 2019 |
| | Director's Report on submissions to the draft RSES prepared for the Elected Members | April 2019 |
| | Elected Member meetings to consider submissions received on draft RSES and submit valid motions for proposed amendments to the draft RSES. | 10 th May 2019 |
| | Director's Report in response to the above motions prepared | April 2019 |
| | Elected Members at a meeting considered the motions, the Director's Report and recommendations, except where it was superseded by the agreed motions. The members of the Assembly agree to make the RSES subject to the amendments agreed at the October Assembly meeting. | October 2019 |
| Stage 3 Material Amendments | Public display of Material Amendments Report and supporting environmental assessments | 12 th September – 11 th October 2019 |
| | Director's Report on Submissions to the Material Amendments prepared | November 2019 |
| | At the meeting of the SRA of 29 th November 2019, the Members of the Regional Assembly agreed to make the Regional Spatial and Economic Strategy for the Southern Region, on the 31 st January 2020, in accordance with section 24(9) of the Planning and Development Act 2000 as amended. | 31 st January 2020 |

3.2 Screening

SRA determined through SEA Screening that SEA was required for the RSES under S.I. 436 of 2004, as amended, (where the RSES now replace the Regional Planning Guidelines under the Planning and Development Act (PDA) 2000, as amended). Furthermore, Part 2 Chapter III of the PDA require SEA during the making of the RSES.

3.3 Scoping and Statutory Consultation

Scoping was carried out to establish the level of detail appropriate for the Environmental Report. An SEA Scoping Report was prepared and sent to the statutory consultees on 14th December 2017, to be used as the basis for statutory consultations. The statutory consultations were undertaken with the statutory consultees for SEA in Ireland, as well as the transboundary environmental authority for Northern Ireland; the consultees contacted are outlined in **Table 3.2**¹.

Table 3.2: Consultees in SEA Scoping

| Consultee |
|---|
| Environmental Protection Agency (EPA) |
| Department of Housing, Planning and Local Government (DHPLG) |
| Department of Communications, Climate Action and the Environment (DCCAE) |
| Department of Culture, Heritage and the Gaeltacht (DCHG) |
| Department of Agriculture, Food and the Marine (DAFM) |
| Department of Rural & Community Development (DRCD) |
| Department of Agriculture, Environment and Rural Affairs (DAERA) [Northern Ireland] |

A scoping workshop was subsequently held on 13th March 2018 at the Dublin City Council Offices in Smithfield, Dublin. This was coordinated for all three Regional Assemblies i.e. Eastern and Midlands, Southern, and Northern and Western. Representatives from all statutory consultees were invited to attend this workshop. The following groups were represented on the day:

- SEA teams for Eastern and Midland, Southern and Northern and Western Regional Assemblies;
- RSES teams for Eastern and Midland, Southern and Northern and Western Regional Assemblies;
- Department of Communications, Climate Action and Environment;
- Inland Fisheries Ireland (IFI); and
- EPA.

Comments made at the workshop (and in subsequent written submissions) from the statutory consultees were taken into account in the preparation of the Environmental Report.

In addition, non-statutory consultation was undertaken with the wider public. The SEA Scoping Report was placed on public display between 14th December 2017 and 16th February 2018. This paralleled public consultation on SRA's Issues Paper which was open for public comment covering the same period.

All submissions received from statutory and non-statutory consultation were considered in preparation of the Environmental Report. All of the environmental topics listed in the SEA Directive were considered and all were scoped in for the purposes of the assessment.

¹ It is noted that the statutory consultees for SEA in Ireland are identified in SI 436 of 2004 as amended. However this legislation predates more recent Government Department changes and in some cases Departments have split / merged.

3.4 Environmental Assessment and Environmental Report

The preparation of an Environmental Report on the likely significant effects on the environment of implementation of the RSES included consideration of:

- The contents and main objectives of the RSES;
- The current state of the environment and evolution of the environment in the absence of the RSES;
- Links between the RSES and other relevant strategies, policies, plans, programmes and environmental protection objectives;
- Environmental characteristics of the area to be affected by the RSES and key environmental problems;
- The likely significant effects on the environment of implementing the RSES (both positive and negative);
- Measures envisaged for the prevention, reduction and as fully as possible offset any significant adverse effects;
- An outline of the reasons for selecting the alternatives chosen; and
- Measures envisaged concerning monitoring of the significant environmental effects of implementation of the RSES.

3.4.1 Summary of Assessment

The approach used for the assessment in the SEA was termed an “objectives-led assessment”. In this case, each of the draft RSES policies were tested against defined SEA Strategic Environmental Objectives (see **Table 3.3**) which covered all SEA environmental topics under the relevant SEA legislation, e.g. population, biodiversity, material assets. Draft Strategic Environmental Objectives were included in scoping consultation. A set of ‘Guiding Principles’ for each SEA topic was also outlined. The environmental objectives were based on the current understanding of the key environmental issues having regard to the environmental protection objectives outlined in the main Environmental Report. A matrix format was used for the assessment, which permitted a systematic approach and comparison of alternatives.

Table 3.3: Strategic Environmental Objectives

| Environmental Component & Guiding Principle | Strategic Environmental Objective |
|--|--|
| <p>BIODIVERSITY FLORA AND FAUNA</p> <p>Guiding Principle: <i>No net contribution to biodiversity losses or deterioration</i></p> | <ul style="list-style-type: none"> • To preserve, protect, maintain and, where appropriate, enhance the terrestrial, aquatic and soil biodiversity, particularly EU designated sites and protected species. • Ensure no adverse effects on the integrity of any European site, with regard to its qualifying interests, associated conservation status, structure and function. • Safeguard national, regional and local designated sites and supporting features which function as stepping stones for migration, dispersal and genetic exchange of wild species. • Enhance biodiversity regionally in line with the National Biodiversity Strategy and its targets. • To protect, maintain and conserve the regions Natural Capital |
| <p>POPULATION AND HUMAN HEALTH</p> <p>Guiding Principle: <i>Improve quality of life for all ages and abilities based on high-quality, serviced, well connected and sustainable residential, working, educational and recreational environments</i></p> | <ul style="list-style-type: none"> • To create an environment where every individual and sector of society can play their part in achieving a more healthy Ireland. • Consolidate growth and limit urban sprawl. • Enhance human health and promote healthy living through access to active travel opportunities, especially walking and cycling. • Promote economic growth to encourage retention of working age population. • Ensure that existing population and planned growth is matched with the required public infrastructure and the required services. |

| Environmental Component & Guiding Principle | Strategic Environmental Objective |
|--|---|
| | <ul style="list-style-type: none"> • Safeguard the region’s citizens from environment-related pressures and risks to health and well-being. |
| <p>WATER Guiding Principle: <i>Protection, improvement and sustainable management of the water resource</i></p> | <ul style="list-style-type: none"> • Ensure that the status of water bodies is protected, maintained and improved in line with the requirements of the WFD and MSFD. • Ensure that economic growth of the marine resource and its ecosystems are managed sustainably. • Ensure water resources are sustainably managed to deliver proposed regional growth targets in the context of existing and projected water supply and wastewater capacity constraints ensuring the protection of receiving environments. • Avoid inappropriate development in areas at risk of flooding and areas that are vulnerable to current and future erosion, particularly coastal areas. • Integrate sustainable water management solutions (such as SuDS, porous surfacing and green roofs) into development proposals. |
| <p>LAND AND SOILS Guiding Principle: <i>Ensure the long-term sustainable management of land</i></p> | <ul style="list-style-type: none"> • Protect soils against pollution, and prevent degradation of the soil resource. • Promote the sustainable use of infill and brownfield sites over the use of greenfield within the region. • Safeguard areas of prime agricultural land and designated geological sites. |
| <p>AIR Quality Guiding Principle: <i>Support clean air policies that reduce the impact of air pollution on the environment and public health</i></p> | <ul style="list-style-type: none"> • To avoid, prevent or reduce harmful effects on human health and the environment as a whole resulting from emissions to air from all sectors with particular reference to emissions from transport, residential heating, industry and agriculture. • Maintain and promote continuing improvement in air quality through the reduction of emissions and promotion of renewable energy and energy efficiency. • Promote continuing improvement in air quality. • Reduction of emissions of sulphur dioxide, nitrogen oxides, volatile organic compounds, ammonia and fine particulate matter which are responsible for acidification, eutrophication and ground-level ozone pollution • Meet Air Quality Directive standards for the protection of human health — Air Quality Directive • Significantly decrease noise pollution by 2020 and move closer to WHO recommended levels. |
| <p>CLIMATE Guiding Principle: <i>Achieving transition to a competitive, low carbon, climate-resilient economy that is cognisant of environmental impacts.</i></p> | <ul style="list-style-type: none"> • To minimise emissions of greenhouse gasses. • Integrate sustainable design solutions into the region’s infrastructure (e.g. energy efficient buildings; green infrastructure). • Contribute towards the reduction of greenhouse gas emissions in line with national targets. • Promote development resilient to the effects of climate change. • Promote the use of renewable energy, energy efficient development and increased use of public transport. |
| <p>MATERIAL ASSETS Guiding Principle: <i>Sustainable and efficient use of natural resources</i></p> | <ul style="list-style-type: none"> • Optimise existing infrastructure and provide new infrastructure to match population distribution proposals in the region. • Ensure access to affordable, reliable, sustainable and modern energy for all which encourages a broad energy generation mix to ensure security of supply – wind, wave solar, tidal, biomass, EfW [Energy from Waste], and traditional fossil fuels. • Promote the circular economy, reduce waste, and increase energy efficiencies. • Ensure there is adequate sewerage and drainage infrastructure in place to support new development. • Promote the circular economy, reduce waste, and increase energy efficiencies. • Reduce the energy demand from the transport sector and support moves to electrification of road and rail transport modes. |

| Environmental Component & Guiding Principle | Strategic Environmental Objective |
|---|---|
| | <ul style="list-style-type: none"> • Encourage the transition to a zero-carbon economy by developing grid infrastructure to support renewables (onshore and offshore), and international connectivity. • Reduce the average energy consumption per capita including promoting energy efficient buildings, retrofitting, smart- buildings, cities and grids. |
| <p>CULTURAL HERITAGE</p> <p><i>Guiding Principle: Safeguard cultural heritage features and their settings through responsible design and positioning of development.</i></p> | <ul style="list-style-type: none"> • Protect places, features, buildings and landscapes of cultural, archaeological or architectural heritage |
| <p>LANDSCAPE</p> <p><i>Guiding Principle: Protect and enhance the landscape character</i></p> | <ul style="list-style-type: none"> • To provide a framework for identification, assessment, protection, management and planning of landscapes having regard to the European Landscape Convention. |

The focus of the RSES is on sustainable regional land use planning, economic strategy/ investment, metropolitan plan for Dublin, looking to 2031 and beyond, and a 2040 horizon to support the implementation of the NPF. Many of the policy objectives under consideration are expected to bring about positive impacts for population dynamics and material assets as a result, as the objectives proposed emphasise coordinated spatial planning, balanced growth and consolidation/ densification of existing built-up areas, both urban and rural. Consolidation will also bring positive cumulative impacts to air quality and climate from increased sustainable transport access. However, there is also potential for negative impacts in the wider environment as a result of implementation of the RSES policies, particularly where infrastructure cannot keep pace with the growth projected in the cities and towns of Ireland. The potential negative effects relate to loss of habitat and disturbance of species from land use changes, deterioration of air quality and increases in emissions if sufficient public transport options are not in place, deterioration in water quality where adequate treatment is not available in advance or in parallel to proposed growth, loss and deterioration of soil quality among others. The assessment of policies and related policy actions which are set out in the plan are summarised in **Table 3.4**.

Table 3.4: Summary of Measures and Assessment

| Reference | Summary of Measures and Assessment | Mitigation? |
|-------------------------------------|--|-------------|
| Chapter 2: Strategic Vision | The draft RSES sets out a vision along with 11 components, which are intended to align with international, EU and national policy and set the framework for City and County Development Plans. Broadly the components point to a prioritisation of compact growth with a view to developing healthy attractive places for communities; climate action grounded in sustainable development and the circular economy; and economic opportunity which enhances both inter-national and intra-national connectivity. Broadly positive for population and material assets through focus on consolidation, but other environmental pressures likely to arise at the regional level from population and economic growth. | ✓ |
| Chapter 3: People and Places | This chapter sets out the settlement hierarchy for the region, which outlines the key locations for targeting development and growth. The chapter sets out guidance for the future direction of growth and investment by putting forward a settlement hierarchy and the identification of key towns in the Region that will see significant development up to 2040. Broadly positive effects from objectives which aim to contribute to development of communities which recognise the differing community needs and which promote social inclusion. Increasing urban densities to facilitate service provision and prioritisation of brownfield development in existing settlements over greenfield is broadly positive, noting however that, as with any regeneration of brownfield, there is risk of pollution and contamination to the environment as a result of mobilisation of contaminants and indirect negative impacts for human health and the environment. | ✓ |

| Reference | Summary of Measures and Assessment | Mitigation? |
|---|--|-------------|
| Chapter 4: A Strong Economy – Innovative & Smart | Sets out the economic strategy for the region with the aim of providing the conditions and direction necessary for the Region to utilise and optimise its assets in pursuit of the maximum progress possible. The focus on job growth, retail development, improvement of town centres, supporting the Dublin- Atlantic Economic Corridor and key transport networks. These policy objectives are positive economically for the region, and it is recognised that a coordinated and balanced approach is required in planning, development of transport and energy infrastructure and water services to accompany job growth and associated population growth in the region. Regeneration of towns and support of retail strategies etc. is also positive for the built environment, however cumulative negative impacts on the receiving environment arising from approvals for development in towns and rural areas. | ✓ |
| Chapter 5: Environment | Objectives broadly positive for environmental receptors in terms of recognising the importance of working with stakeholders, enhancing/protecting natural and built heritage, and supporting environmental data collection. Incorporating objectives on improving water quality, supporting biodiversity in the region, and consideration of flood risk management are all positive for environmental receptors. The assessment flags the need for feasibility and site selection processes and environmental assessments as appropriate. Development is recommended to be delivered on a phased basis to match growth demands while being cognisant of environmental sensitivities and carrying capacities. Agriculture is also recognised as the largest user of land in the country, as such ecosystem services and integrated sustainable land use management provisions in land use plans are required, also having regard to required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species. Environmental assessments are recommended for all proposed development within or proximate to designated sites and other ecologically-sensitive areas. Facilitating landscape character protection and supporting the preparation of a Regional Landscape Character Assessment is positive. | ✓ |
| Chapter 6: Connectivity | Sets out the transport objectives which applies to the SRA area, the key principles for the integration of land use and transport, and the transport investment objectives for the SRA area over the period of this RSES. Furthermore it is one of the sectors with the most significant contribution to national GHG emissions and is therefore a key focus to achieve a transition to a low carbon society. Objectives focusing on co-location of residential and employment development with sustainable transport options, as well as those prioritising walking and cycling as a first principle along with public transport are broadly positive across environmental receptors. The construction and operation of any linear transport option has inherent potential for negative impacts on a number of environmental receptors, and can give rise to loss of greenfield, floodplains, disturbance to natural and built heritage features, as well as emissions to air, soil and water. Port and harbour expansion needs to be cognisant of a number of environmental sensitivities, particularly given the proximity of ports with and adjacent to numerous coastal nature designations. | ✓ |
| Chapter 7: Quality of Life | This chapter outlines guiding principles for the creation of healthy and attractive places, availability of and access to services within the region, and recognises that changing demographics will require a planning response to ensure positive health outcomes for all age groups. Broadly positive effects from objectives which aim to contribute to development of communities which recognise the differing community needs and which promote social inclusion. This chapter also outlines objectives on the support and enhancement for the region's built, natural, cultural and linguistic heritage including recreational and sports facilities, blueways and greenways. Environmental assessments including assessment of negative effects related to visitor pressures are recommended for supporting infrastructure. | ✓ |
| Chapter 8: Water & Energy Utilities | Chapter outlines the requirements for the provision of services and infrastructure in a plan-led manner to ensure that there is adequate capacity to support future development. States that high-quality infrastructure is an important element of a modern society and economy, and covers water, wastewater and energy/grid. A number of mitigation measures have already been incorporated a part of the RSES, with the assessment also recommending any development is supported by a quality site/route selection process that addresses environmental concerns such as landscape, cultural heritage and biodiversity as a minimum. | ✓ |

| Reference | Summary of Measures and Assessment | Mitigation? |
|---|---|-------------|
| Chapter 9: Implementation and Monitoring | Covers the approach to implementing the RSES, stating it requires streamlined governance arrangements and focused public capital investment priorities. The inclusion of implementation and monitoring objectives is broadly positive for all environmental receptors as it provides opportunities to audit effectiveness of objectives and to establish unforeseen impacts from the wide policy base, with recommendations provided on baseline update cycles to coincide with national reporting, commitments to corrective actions for unforeseen impacts and references to the SEA monitoring programme. | ✓ |
| Volume II Cork Metropolitan Area Strategic Plan [MASP] | The draft MASP has been prepared by SRA in collaboration with local authorities, public transport and infrastructure providers as part of a wider Technical Working Group, in order to support the implementation of relevant City and County Development Plans towards the delivery of population and housing as set out in the draft RSES. The Cork MASP provides a first step in outlining the vision for the Cork Metropolitan Area. Further development plan processes are warranted to address the detail and complexity of the issues arising for the Cork Metropolitan and to address the wider planning and environmental issues associated with the Cork Metropolitan Area in particular the in-combination effects. | ✓ |
| Volume II Limerick Shannon Metropolitan Area Strategic Plan [MASP] | The draft MASP has been prepared by SRA in collaboration with local authorities, public transport and infrastructure providers as part of a wider Technical Working Group, in order to support the implementation of relevant City and County Development Plans towards the delivery of population and housing as set out in the draft RSES. The Limerick Shannon MASP provides a first step in outlining the vision for the Limerick Shannon Metropolitan Area. Further development plan processes are warranted to address the detail and complexity of the issues arising for the Limerick Shannon Metropolitan and to address the wider planning and environmental issues associated with the Limerick Shannon Metropolitan Area in particular the in-combination effects. | ✓ |
| Volume II Waterford Metropolitan Area Strategic Plan [MASP] | The draft MASP has been prepared by SRA in collaboration with local authorities, public transport and infrastructure providers as part of a wider Technical Working Group, in order to support the implementation of relevant City and County Development Plans towards the delivery of population and housing as set out in the draft RSES. The Waterford MASP provides a first step in outlining the vision for the Waterford Metropolitan Area. Further development plan processes are warranted to address the detail and complexity of the issues arising for the Waterford Metropolitan and to address the wider planning and environmental issues associated with the Waterford Metropolitan Area in particular the in-combination effects. | ✓ |

3.4.2 Statutory Consultation on the Draft Plan and SEA Documentation

The draft Southern Regional Spatial and Economic Strategy was published for consultation on 18th December 2018 alongside the SEA Environmental Report, the Appropriate Assessment (AA) Natura Impact Report (NIR) and the Regional Flood Risk Assessment (RFRA) Report. All documents were available for inspection and for download at <http://www.southernassembly.ie/regional-planning/regional-spatial-and-economic-strategy>. Submissions and observations on the draft RSES and associated environmental reports were invited prior to finalisation of the RSES to inform the final plan to be adopted. The deadline for receipt of submissions was 23rd March 2019. A total of 205 responses were received from a wide range of stakeholders and interested parties including members of the, local authorities, prescribed bodies, politically-elected members, business representatives and lobby organisations, community groups, private companies including consultants, and other interested parties. Further details of the key environmental issues raised are presented in **Chapter 5** of this SEA Statement.

The submissions received were reviewed and responded to in the Director's Report and a series of proposed amendments were recommended. The Elected Members, having considered the draft RSES and the Director's Report on submissions received, resolved at an Assembly meeting to amend the draft RSES. As

the proposed amendments constituted a material alteration to the draft Plan, the proposed amendments were put on public display for a period of four weeks in a document entitled *Proposed Material Amendments to the Draft RSES* from 12th September to 11th October 2019. SEA, AA and RFRA screening and assessment was undertaken on the proposed material amendments to the draft RSES and published alongside the Proposed Amendments Report as an Addendum Report titled *Environmental Reports*.

There were 49 submissions received during the Proposed Material Amendments consultation period. The key environmental issues outlined within the submissions received have been summarised in **Chapter 5** of this SEA Statement. Under the Planning and Development Act 2000 (as amended), the final (third) phase of public consultation is solely limited to the Proposed Material Amendments to the Draft Plan. The submissions received were reviewed and responded to in a further Director's Report and a series of recommendations in relation to the Proposed Material Amendments [accept or reject] were made. These recommendations were further considered by the Elected Members. At the meeting of the SRA of 29th November 2019, the Members of the Regional Assembly agreed to make the Regional Spatial and Economic Strategy for the Southern Region, on the 31st January 2020, in accordance with section 24(9) of the Planning and Development Act 2000 as amended.

3.5 SEA Statement

In accordance with Article 13I of S.I. 436 of 2004, as amended, the Competent Authority is required to prepare a statement summarising:

- a) *How environmental considerations have been integrated into the plan;*
- b) *How (i) the environmental report, prepared pursuant to article 13C, (ii) submissions and observations made to the planning authority in response to a notice under article 12(1) or (7) of the Act and (iii) any consultations under article 13F have been taken into account during the preparation of the plan;*
- c) *The reasons for choosing the plan, as adopted, in light of other reasonable alternatives dealt with, and;*
- d) *The measures decided upon to monitor, in accordance with article 13, the significant environmental effects of implementation of the plan.*

The main purpose of this SEA Statement is to provide information on the decision-making process in order to illustrate how decisions were taken, making the process more transparent. The SEA Statement also provides information on the arrangements put in place for monitoring. The SEA Statement will be available to the public along with the adopted Southern RSES.

3.6 Appropriate Assessment

In addition to the SEA, there is a requirement under the EU Habitats Directive (92/43/EEC) (as transcribed into Irish law) to assess whether the RSES, individually or in combination with other plans or projects, is likely to have significant effect on a European site, which includes Special Protection Areas (SPAs) and Special Areas of Conservation (SACs), in view of the site's conservation objectives. The requirement for an assessment derives from Article 6 of the directive, and in particular Article 6(3) which requires that:

“Any plan or project not directly connected with or necessary to the conservation of a site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives.”

In recognition of this, an Appropriate Assessment (AA) Screening was carried out, in parallel with the SEA process. From this it was determined that AA was required and a Natura Impact Report (NIR) was prepared to inform an AA.

The Appropriate Assessment took a precautionary approach and assessed the general impacts that would be anticipated from the RSES providing the necessary inclusion of mitigation measures and guiding principles at the strategic level of the plan. As a precautionary approach, the RSES included environmental protection

criteria which require avoidance of European Sites in the first instance and reiterated the legislative requirement for AA screening and full AA where potential for effects exists.

The NIR and SRA's AA determination are available under separate cover.

3.7 Adoption of the Southern Regional Spatial and Economic Strategy

At the meeting of the SRA of 29th November 2019, the Members of the Regional Assembly agreed to make the Regional Spatial and Economic Strategy for the Southern Region, on the 31st January 2020, in accordance with section 24(9) of the Planning and Development Act 2000 as amended.

4 INTEGRATION OF THE SEA PROCESS

4.1 How Environmental Considerations have been Implemented

The SEA, AA and RFRA processes have been undertaken in parallel to the preparation of the RSES. Thus, from the outset, considerations of the environmental consequences of the policy base have been taken into account. The iterative process ensured that the SEA/AA/RFRA and the preparation of the RSES were integrated in order to meet the environmental objectives and the objectives of the plan. The SEA, AA and RFRA teams were involved in the:

- Development of the alternatives;
- Evolution of policy actions; and
- Recommendation of mitigation measures to address the potential impacts arising.

The SEA, AA and RFRA processes have ensured that potential environmental impacts (both positive and negative) associated with the RSES have been given due consideration in the finalisation of the RSES. **Table 4.1** shows how environmental considerations and the input of the SEA, AA and RFRA have been taken into account in the final RSES.

Table 4.1: How Environmental Considerations Have Been Taken into Account in the RSES

| Environmental Consideration | Integration into the RSES Process |
|---|--|
| Early discussion on policy formation | The SEA team engaged directly with the RSES team at an early stage to raise issues and create awareness on key environmental constraints relating to policy alternatives e.g. wastewater limits and assimilative capacity issues with the receiving environment. The SEA introduced the concept of environmental principles to assist in guiding the plan development. |
| Identification of environmental constraints | The SEA team undertook an audit of baseline environmental conditions with reference to population, human health, climate, air landscape, cultural heritage, biodiversity, flora and fauna, material assets and water. This information was used to focus the SEA objectives, develop alternatives and assess positive and negative impacts associated with the implementation of the proposed RSES. GIS analysis and an Environmental Sensitivity Mapping (ESM) exercise was also undertaken to influence alternatives discussions and assessment of policies. |
| Assessment of alternatives | The environmental baseline and objectives were used to identify key sensitivities and inform development of the alternatives and ultimately the assessment of the preferred alternative. The SEA team and the planning team liaised on possible alternatives during preparation of the SEA scoping document and subsequently as the RSES evolved through meetings and workshops. GIS analysis and an Environmental Sensitivity Mapping (ESM) exercise was also undertaken to influence alternatives discussions and assessment of policies. |
| Recommendation of mitigation measures to address impacts on the wider environment | Mitigation measures were proposed to address negative environmental impacts identified during the assessment process. These included amendments to the wording of policies in the RSES and inclusion of new policies to reflect protection of the environment, such as RPO 1 specifically addressing requirements for environmental assessment. |
| Required environmental monitoring programme | A monitoring programme was presented in the SEA Environmental Report. This has been amended following consultation and will facilitate the ongoing monitoring of the implementation of the RSES. |
| Consultation | Statutory consultation was undertaken with the environmental consultees for SEA in Ireland in relation to scoping of the Environmental Report. Issues raised were used to inform the overall scope and context of the environmental assessment. Non-statutory public consultation was undertaken at the scoping stage and this stakeholder feedback also helped to shape the environmental assessment. Subsequently, the SEA |

| Environmental Consideration | Integration into the RSES Process |
|-----------------------------|---|
| | Environmental Report, the Natura Impact Report (from the Appropriate Assessment process), the Regional Flood Risk Assessment, and the draft RSES were put on wider display on the SRA website. All changes to policies and actions comprising material amendments to the RSES have been screened/assessed by the SEA, AA and RFRA teams to determine if they would result in significant effects (see Section 4.2 and Chapter 5 of this SEA Statement) prior to finalisation of the RSES. |

4.2 Integration of Environmental Report

In addition to the influences outlined in **Section 4.1** above, the SEA Environmental Report, the NIR and the RFRA specifically suggested mitigation measures to offset negative impacts identified during the assessment process for the draft RSES. These included general measures such as additional text clarifying obligations in relation to protection of European Sites, additional clarity on the definitions/ wording in policies, greater transparency on stakeholders and their role, particularly for the implementation phase as well as specific recommendations and suggestions on how to improve the effectiveness of the plan going forward. It is noted that some of these suggestions were included in the draft plan as part of the iterative process. Others have subsequently been included in the final plan following further consultation with the wider stakeholder base.

The mitigation measures from the SEA, AA and RFRA processes carried out on the draft RSES and how they have influenced the final RSES as adopted are included in **Appendix A**.

5 INFLUENCE OF SUBMISSIONS AND OBSERVATIONS ON THE FINAL RSES

This chapter outlines how submissions and observations on the Environmental Report, Natura Impact Report and draft RSES (and any amendments) have been taken into account in the evolution of the strategy.

The reader is advised that the RPO and page number referencing in the tables, as they refer to submissions relate to the draft RSES. The final RSES has been in some cases restructured and renumbered and therefore the response to how the issues have been addressed refer to the structure of the final RSES.

5.1 SRA Issues Paper

As part of the first phase of public consultation, SRA invited submissions on an *Issues and Choices Paper* between 20th November 2017 and 16th February 2018, resulting in 96 submissions/ observations received. A Director's Report was prepared on the submissions received in relation to this round of public consultation, and all documents are available online on SRA's website. Submissions covered a number of themes summarised in **Table 5.1**.

In addition, non-statutory consultation was undertaken with the wider public. The SEA Scoping Report was placed on public display between 14th December 2017 and 16th February 2018. This paralleled public consultation on SRA's Issues Paper which was open for public comment over the same period. All documents are available to view on SRA's website at <https://www.southernassembly.ie/>.

Table 5.1: Summary of Themes Raised in Submissions on the SRA Issues Paper

| Theme Raised | Sub-theme |
|--|---|
| Our Cities and Towns | <ul style="list-style-type: none"> • The National Planning Framework (NFP) – Ireland 2040 • The Southern Region and the Southern Regional Assembly • What the NFP means for the Southern Region • What exactly is a Regional Spatial and Economic Strategy? • Initial Pre-Draft Consultation |
| Our Rural Areas | <ul style="list-style-type: none"> • Rural Settlement • The Rural Economy • Rural Services |
| People, Homes and Communities | <ul style="list-style-type: none"> • Population Profile • Housing • Sustainable Communities |
| A Sustainable Economic Future | <ul style="list-style-type: none"> • The Regional Economy • Productivity • Employment • Human Capital and Innovation • Ireland 2040 Employment Targets |
| Environment, Natural Heritage, Coastal Areas and the Marine | <ul style="list-style-type: none"> • Environmental and Sustainability Goals • Resource Efficiency and Transition to a Low Carbon Economy • Coastal Areas and the Marine Environment |
| Other | <ul style="list-style-type: none"> • Regional Challenges and Opportunities • Critical Enabling Investment and Infrastructure • Implementation and Monitoring • Summary of Key Issues to be addressed • Next Steps |

5.2 Scoping Phase

As outlined in **Section 3.3**, an SEA Scoping Report was prepared and sent to the statutory consultees for SEA for comment on the 14th December 2017. As part of the scoping process a joint workshop for all three Regional Assemblies was convened on 13th March 2018 at the Dublin City Council Offices in Smithfield. Following the consultation period, written submissions were received from EPA, DCHG, Inland Fisheries Ireland (IFI) and DAERA. The written submissions and comments made during the workshop were taken into consideration in compiling the Environmental Report and the draft RSES. The issues raised in the submissions from statutory consultees is presented in **Table 5.2** below.

All submissions received from statutory and non-statutory consultation were considered in preparation of the Environmental Report. All of the environmental topics listed in the SEA Directive were considered and all were scoped in for the purposes of the assessment.

Table 5.2: Summary of Issues Raised during SEA Scoping

| Statutory Consultee | Summary of Issues Raised |
|---|---|
| <p>EPA’s response to SRA SEA Scoping for the RSES (General)</p> <p><i>Also attached are to the Submission:-</i> 1. <i>NPF Issues and Choices and SEA Scoping (31st Mar 2017) and 2. Draft NPF and associated SEA ER (10th Nov 2017).</i>)</p> | <ul style="list-style-type: none"> • EPA welcome the common approach to the SEA process being adopted for all 3 RSESs and welcome participation in workshop. • Merit in considering adopting a similar standardised approach in preparing the Strategies. • The RSES and the SEA should consider (and make a commitment to) the relevant aspects of the 7 Key Actions of <i>Ireland’s Environment – An Assessment 2016</i> (SoER) which are linked to the 17 UN’s Sustainable Development Goals. Suggest inclusion of these goals in the RSES. • <i>Draft River Basin Management Plan and Cleaning our Air – A National Clean Air Strategy for Ireland</i> (currently being prepared) should be reflected in the environmental commitments in the RSES. • Flood Risk Management Plans currently being finalised should feed in to the RSES. • Aligning the implementation and governance aspects of the RSES with the approach to governance and implementation outlined in NPF. • Considering support for the development of integrated and robust planning enforcement and cooperation mechanisms in association with the DHPLG, relevant Government Departments, and the proposed Office of the Planning Regulator, other Regional Assemblies and local authorities. • The RSES has significant potential to contribute to support Ireland’s ambition to become a carbon-neutral, climate-resilient and sustainably competitive society. • A commitment to preparing an RSES Implementation Programme alongside the RSES should be considered. This could potentially set out key responsibilities (including lead /partner Departments/Authorities etc.), priorities and where appropriate, timescales, alongside each of the objectives/ commitments in the RSES. • Refer to EPA SEA Guidance and information sources in carrying out SEA for consideration. |
| <p>EPA Submission</p> <p>Appendix I - Comments on the Issues Paper</p> | <p>Appendix I - Comments on the RSES Issues Paper (General)</p> <ul style="list-style-type: none"> • Suggest having regard to key national environmental commitments (referred to in chapter 1). • With regard to the vision set out under Chapter 2 Regional Challenges and Opportunities, recommend amending the vision as follows “To promote the Southern Region as an attractive, competitive and sustainable place to live, work, study and visit ...” • Suggest further references to supporting island communities in relation to rural areas (chapter 4). Use example of IRD Duhallow as good community engagement approach. • Suggest including ref to Draft RBMP (Chapter 7). • Recommend inclusion of a clear priority to protect designated European and national sites and protected species should be included. In the development of the region, key ecological linkages within the region should be effectively managed and monitored to minimise adverse significant effects. • RSES should seek to ensure development within the region is closely linked to the ability of adequate and appropriate critical service infrastructure as set out in Irish Water’s WSSP and CIP. • Consideration should be given to the preparation of an Ecosystem Services Map of the region based on catchment /sub-catchment units. • Note the requirements for SEA, AA and SFRA in relation to Regional Transport Strategy. <p>Appendix I - Comments on the RSES Issues Paper (Response to Questions)</p> <ul style="list-style-type: none"> • In relation to ‘Our Rural Areas’ list a number of plans and strategies for consideration. |

| Statutory Consultee | Summary of Issues Raised |
|---|---|
| | <ul style="list-style-type: none"> • EPA annual reports on water quality, drinking water and wastewater detail the status of infrastructure and should be reviewed to determine the areas needing remediation / increased capacity so as to meet population growth and economic development. • Irish Water’s Tier I and Tier II Plans (Water Services Strategic Plan, Capital Investment Plan, Wastewater sludge management plan, Lead in Drinking Water Mitigation Plan and their National Water Resources Plan should be reviewed with regards to identifying water treatment infrastructure requirements and investment prioritisation are proposed. Also suggest referring to EPA’s Ireland’s Environment An Assessment 2016, our State of the Environment Report. • Should promote integration of climate related plans at county level (as listed). Merit in the Reginal Authority convening a workshop to see how the various sectors within the region can implement and monitor implementation of the measures and policies required to reduce greenhouse gas emissions. • DCCAIE are considering the preparation of an on-line portal to serve as a database of information on climate policies and measures that can be used for Ireland’s EU and UNFCCC reporting purposes. • In relation to the bio-economy sector, areas of competing land use should be identified early in the process particularly if those areas are marked for expansion or development of bio economy related developments/land uses. A commitment to the bio-energy plan should be given. • In relation to marine and coastal areas a number of plans and strategies should be consulted including draft National River Basin Management Plan for Ireland etc. (as listed). • In relation to regional measures which would ensure the monitoring and implementation of the objectives/policies of the NPF and the RSES there would be merit in considering a database of the various national policy objectives in the NPF and include the related policies/objectives for the region required to advance these national objectives. • A commitment should be included in the RSES for reporting on the ongoing environmental performance of the RSES. This should be published alongside a report of RSES implementation. |
| <p>EPA Submission</p> <p>Appendix II – Comments on the Scoping Report</p> | <p>Appendix II – Comments on the Scoping Report</p> <p><i>5.3.1 – Population and Human Health</i></p> <ul style="list-style-type: none"> • There is also merit from a population perspective to include a specific reference to the <i>National Planning Framework</i>. <p><i>5.3.2 – Biodiversity, Flora and Fauna</i></p> <ul style="list-style-type: none"> • In relation to the Opportunities, bullet 2 “<i>More Coherent protection and enhancement of biodiversity as a whole on a regional and local level</i>”, could also consider including a reference to ‘monitoring’ and ‘management’ also. Could also amend this bullet to “<i>Support national level policies at a regional level to protect and enhance natural heritage assets</i>”. • Opportunities Bullet 7 could also be amended to recognise the opportunity to establish a coordinated regional approach to habitat mapping, ecosystem services and river basin catchment management. <p><i>5.3.4 – Water</i></p> <ul style="list-style-type: none"> • In relation to Opportunities for the ‘Water’ topic, the wording of bullet 2 should be amended ‘addressing its impacts’ is vague in detail. • Under ‘Challenges’, additional challenges could include: <ul style="list-style-type: none"> – ensuring leisure activities do no adversely impact on the aquatic environment – dredging and dumping at sea activities should also be considered here <p><i>Drinking Water</i></p> <ul style="list-style-type: none"> • Remedial Action List and the Priority Areas (EPA) set out deficiencies for drinking water and wastewater. These priority areas should be taken into consideration in the RSES and the SEA making process. |

| Statutory Consultee | Summary of Issues Raised |
|---------------------|---|
| | <p><i>Waste Water</i></p> <ul style="list-style-type: none"> • Consideration in the RSES and the associated environmental assessments of the following: • An assessment carried out by Irish Water on wastewater indicates that many plants are not capable of taking additional capacity as they are not meeting the discharge conditions and this situation will not change in many of them in the near future (i.e. by 2021). If additional development occurs in these areas, it is likely to push the discharge over the licence limits and therefore potentially impact on water quality. • EPA identified 148 urban areas where improvements in the collection and treatment of waste water are necessary to resolve these six priority issues. The 148 areas are shown on the map at https://gis.epa.ie/EPAMaps/SewageTreatment. • The European Commission is taking Ireland to the Court of Justice of the European Union because of the failure to comply with the requirements of the Urban Waste Water Treatment Directive. It is essential that Ireland improves waste water treatment at non-compliant areas, to ensure that waste water is treated to the required standards. • A lack of treatment capacity may constrain development in some urban areas, until such time as discharges from these areas meet the necessary environmental standards. • Compliance with the requirements of Waste Water Discharge Authorisations is the key to reducing the environment impact of waste water on the receiving environment. <p><i>5.3.5 Air Quality</i></p> <ul style="list-style-type: none"> • Amending Opportunity Bullet 4 for clarity “Encourage modal shift away from private vehicular transport to more sustainable options, especially in towns and cities”; • Under ‘Challenges’, an additional challenge could relate to ‘emissions from industry’ within the region. <p><i>Road Transport</i></p> <ul style="list-style-type: none"> • Note road transport is highly fossil fuel dependant which is a key challenge to maintain good air quality. Identifies the need to promote a reduction in travel demands, increase alternatives to private car and improvements in motorised transport and need to promote incentives to move to electric vehicles. Recommend inclusion of commitment to reduce transport related emissions. <p><i>Noise</i></p> <ul style="list-style-type: none"> • Available Noise Action Plans should be considered and reviewed as required, to reflect the Plan period and associated development proposals. • Consideration should be given to protect, where relevant, any designated quiet areas in open country. Quiet Areas are defined as “an area in open country, substantially unaffected by anthropogenic noise.” • Useful for the RSES to acknowledge and support the need for a National-level Noise Policy / Strategy. <p><i>5.3.6 Climatic Factors</i></p> <ul style="list-style-type: none"> • The relevant transport-related actions and measures in the <i>National Mitigation Plan</i> (DCCA, 2017) should be considered and addressed as appropriate in the RSES. • Note obligation to meet 10% transport energy from renewable sources by 2020 and NPF target to reduce carbon dioxide emissions which should be addressed in RSES. • The RSES should consider the impacts on local and regional exposure and vulnerability to weather and climate events, and projected changes to these due to climate change. • Traffic flows, preferred commuter transport mode and associated impact on traffic volume/congestion is strongly influenced by weather conditions, and not just weather extremes, which should also be considered. |

| Statutory Consultee | Summary of Issues Raised |
|---|--|
| | <ul style="list-style-type: none"> • The inclusion of commitment to preparation of a Regional Climate Adaptation Strategy should be considered for inclusion in the RSES. <p>5.3.7 Material Assets</p> <ul style="list-style-type: none"> • The first Opportunity bullet could include a reference to modern communications infrastructure. • Refer to national policy on alternative fuels. • <i>Bullet 1 - Plan for settlement to be aligned with required transport, water, energy infrastructure.</i> <p>5.3.9 Landscape</p> <ul style="list-style-type: none"> • Opportunity could also include coordination of protection of sensitive and high landscape character areas in inter-county and inter regional context. • Coordinated regional approach should be adopted to identifying and protection, regional LCA's opportunity. • A commitment should be included in the RSES to the preparation Regional Landscape Character Assessment (RLCA). • SEA Environmental Objectives should be set in the context of the environmental objectives set in the NPF to ensure consistency, while also expanding on the regional specific variation and issues/challenges that exist. <p>Table 7.1 – Draft SEA Environmental Objectives</p> <ul style="list-style-type: none"> • Under the 'Water' topic, a sub-objective should be included for ensuring the Floods Directive and National CFRAMS programme is implemented, and supporting implementation of relevant actions and measures set out in the final FRMP's once adopted. • Effecting Coastal Zone Management and associated implications for land use zoning should also be considered for inclusion. • Noise considerations should be considered specifically. • In relation to 'Climate', suggest to support and facilitate local authority climatic adaption strategies. • Under 'Landscape', aspects such as protecting streetscapes, seascapes of recognised quality and enhancing provision of and access to green space in urban areas. • <i>In relation to Material Assets (Waste):-</i> <ul style="list-style-type: none"> – Opportunity to support RWMP recommendations to establish buffer areas between industrial/commercial areas and residential areas. – The RSES should also take into consideration the need to provide for adequate separation between sensitive receptors and industrial activities in order to minimise the potential for nuisance issues. <p>Section 7.3 Outline of Alternatives</p> <ul style="list-style-type: none"> • Merit in considering a tiered approach to the consideration of alternatives in the SEA for the RSES, to align with the new national planning hierarchy. • Suggest the convening of alternatives workshops would be useful with key stakeholders participating to inform the development, consideration and environmental appraisal of the RSES options and combinations of RSES options. |
| <p>DAU - DCHG response to SEA Scoping Report</p> | <ul style="list-style-type: none"> • Where a plan requires an appropriate assessment, any changes or alterations of that plan (after the draft plan stage) should be 'assessed' rather than 'screened'. • RPS outline in the SEA Scoping Report that an appropriate assessment and Natura Impact Report (NIR) are required in this case. The Regional Assembly should consider whether the strategy is a 'land use plan' for the purposes of Part XAB (Section 177R) of the Planning and Development Act, 2000 as amended; if not, the requirements of Part 5, Regulation 42 of the European Union (Birds and Natural Habitats) Regulations, 2011-2015 (hereafter the 2011 Regulations), will apply. Note this would determine whether the report is an NIR or NIS. The |

| Statutory Consultee | Summary of Issues Raised |
|---------------------|--|
| | <p>duties of all public authorities to keep records of their screenings for appropriate assessment should be noted (Regulation 61 of the 2011 Regulations).</p> <ul style="list-style-type: none"> • Although MASP is to operate at a strategic level it shall also take into consideration various environmental constraints and challenges in eth wider metropolitan areas including but not only European sites and other nature conservation sites. • In addition to benefits of heritage and landscape for tourism, employment and economic growth, the strategy should also acknowledge the high quality of the environment associated with nature conservation sites, as well as their international scientific importance and educational values. • The Strategy could include a set of steps or measures that would guide the planning and design of future projects to maximise their likely success. These steps or measures should dovetail with the SEA measures and any mitigation from the NIR (or NIS). • NPF and its environmental assessments, national and regional plans or strategies for other aspects of landuse and development in various sectors, and any plan-level measures and mitigation specified, should be taken into account in preparing this strategy. Eg the Greenway Strategy (in preparation). • The findings and recommendations of SEA should be assimilated into the strategy, and should modify its content where necessary. • Interrelationships between BFF and other topics should be assessed and identify significant effects. • BFF section of SEA should be prepared by or in conjunction with suitably qualified ecologist and should have regard for EPA’s Integrated Biodiversity Impact Assessment best practice guidance. • SEOs should refer to international and national environmental objectives. Refer to the National Biodiversity Action Plan 2017- 2021 which seeks to ‘mainstream biodiversity into decision making’ and move towards ‘no net loss to biodiversity’. • Welcome that the biodiversity flora and fauna SEO also covers protected species. Such species, which can be protected under national and/or European legislation, can occur anywhere, including outside of designated sites. • While it may be considered efficient to use monitoring programmes that are already in place and run by other authorities, it is important to establish that these are in fact designed in such a way that they will identify the effects anticipated from the particular strategy in question. As such, it is important to understand the objectives, methodologies, parameters, assumptions, etc. of any existing monitoring programme that is proposed to be used in such a way. • It is advisable to set out clearly where responsibilities for monitoring programmes lie, and their frequency and reporting/publication arrangements, as well as the procedures that will be put in place to ensure that there is a response mechanism to any unforeseen or undesirable negative effects/results, and that remedial action will be taken, if necessary. • Refers to the use of Irish SEA and AA Guidance documentation for use and various ecological data references for use as key sources as part of the process (pages 4 and 5). • Appropriate assessment guidance is included in Appendix 2. Where the NIR/NIS identifies that plan-level mitigation is necessary this must amend and be reflected in the content and objectives of the final strategy wherever necessary. Specific and repeated cross referencing to mitigation measures in other sections or reports may be used but should be done clearly, consistently and unambiguously. Particular attention should be paid to environmental monitoring of previous or related plans where this is producing ‘evidence-based’ monitoring results. • Public authorities are obliged, when exercising their functions, to take appropriate steps to avoid in European sites the deterioration of natural habitats and the habitats of species, as well as disturbance of species for which a site has been designated insofar as this disturbance could be significant in relation to the objectives of the Habitats Directive. Advised to incorporate such obligation into strategy. Suggest inclusion of the development of systems that will monitor and ensure the compliance of “downstream” projects with these obligations, as well as any internal mechanisms that may be needed to ensure compliance. |

| Statutory Consultee | Summary of Issues Raised |
|---|--|
| | <ul style="list-style-type: none"> • Refer to the following biodiversity conservation issues which have arisen in relation to the impact of developments in the southern division, to which plans which set the framework for development consent could alleviate: <ul style="list-style-type: none"> – Development in the catchment of freshwater pearl mussel populations in cSACs designated for this species, and the lack of in-combination assessment of the effects of discharges of silt and phosphates taking into account existing levels in the rivers; – Wind energy development in and adjacent to hen harrier SPAs and other important breeding areas (Ballyhoura Mts., Nagles Mts, Boggeragh Mts.), and the lack of full assessment of in-combination assessments with forestry on breeding success; – Tourism, recreational and aquaculture developments in and near coastal and upland SPAs resulting in disturbance to wild birds for which the SPA was designated. – Lack of sufficient reference to the range of biodiversity components (e.g. protected flora, red-listed bird species) in small scale developments. – Lack of sufficient monitoring of the success of mitigation measures proposed to avoid adverse impacts. <p>Appendix 1 - Integration of Biodiversity, Flora and Fauna, and associated obligations into the Strategy (general provisions described) Appendix 2 - Notes on the preparation and content of an NIS (general provisions described)</p> |
| <p>DAU - DCHG</p> <p>Appendix 3 - Response to the Issues Paper</p> | <p>Appendix 3 – Response to Issues Paper The following issues should be considered when drafting the Strategy and carrying out the assessment:</p> <ul style="list-style-type: none"> • Land Use Planning: No areas to be identified or targeted for future development or changes in land use without the availability of basic constraints map. • Water Services: The provision of water services has the potential to impact on the natural heritage. Such impacts include those on water quality and quantity as well as physical disturbance of habitats and species and habitat loss. • Infrastructure: Broadband/electricity/wind farms/solar farms require the laying of cables, underground or in some cases over ground and other ancillary infrastructure. Overhead cables can also pose a flight hazard to migrating birds and therefore need to be sensitively sited. Laying of cables has the potential to impact on habitats and species through habitat loss and disturbance. • Roads and Rail: Modifications to existing road and rail routes, and the building of any new routes, have potential to impact negatively on biodiversity. Any potential impacts of on-going or proposed road or rail projects should be considered. • Ports and Airports: Any modifications or expansion of ports and airports may impact on biodiversity and designated sites, either directly or indirectly. • Climate Change, Flooding and CFRAM: Flood barriers such as walls can impact on the structure and function of rivers, including river SACs, and can lead to changes in the patterns of erosion and deposition and the loss of flood plains and associated habitats. • Coastal Protection: Coastal flood protection measures can lead to changes in the erosion and deposition and although considered a natural process and could have implications on sites some distance away should be considered in the Strategy. • Air and Water Quality Including NOx Emissions: Air quality including emissions from vehicles (NOx) and farms (ammonia) can lead to atmospheric nitrogen deposition resulting in changes in flora and vegetation types. • Tourism and Greenways/Cycleways, Amenity Parks: The Strategy should address the issue of creating new amenity parks and not rely on using existing natural biodiversity rich areas of countryside and designated sites for amenity purposes. The Strategy should ensure it is compliant with the National Greenway Strategy currently in preparation. Potential impacts of on-going or proposed greenways and similar developments should be considered including the potential for cumulative impacts at both a Regional and a National level including habitat loss and disturbance. |

REPORT

| Statutory Consultee | Summary of Issues Raised |
|--|---|
| | <ul style="list-style-type: none"> • Green Infrastructure: Green Infrastructure should involve creating new green areas in existing built infrastructure and creating a green network. It should not be confused and be interpreted as putting built infrastructure into green areas. Although there is an inter-relationship between natural heritage and green infrastructure, this Department recommends that the Strategy should have separate natural heritage/biodiversity and green infrastructure chapters. <p>Appendix 4 – Overview of 2013 Article 17 and Article 12 summary data Presents findings of report on status of Ireland’s Habitats and Species Report which refers to the status of Ireland’s birds, and reports on the implementation of the Habitats and Birds Directives. It also refers to the Department’s Prioritised Action Framework which requires consideration as part of the environmental assessments.</p> |
| <p>NIEA – DAERA letter dated 23rd January 2018</p> | <ul style="list-style-type: none"> • The Environmental Report should consider if there will be any transboundary effects. • Provide the following links: <ul style="list-style-type: none"> – Details of the features of designated sites both terrestrial and marine are available at https://www.daera-ni.gov.uk/topics/biodiversity-land-and-landscapes/protected-areas. – An Air Pollution Information System is available at http://www.apis.ac.uk/srci. • The ‘Site Relevant Critical Loads’ tool provides critical loads for acidity and nitrogen for designated features within every Special Area of Conservation, Special Protection Area or Area of Special Scientific Interest in the UK. Critical loads are assigned to each sensitive feature for either nutrient nitrogen or acidity. In addition, deposition data for nitrogen and sulphur at each site are provided, apportioned to major sources, and include transboundary sources. |
| <p>Inland Fisheries Ireland (letter from Sean Long, Director - South Western River Basin District)</p> | <ul style="list-style-type: none"> • RSES must address not only water quality but also include the protection of the physical environment, hydrological processes and biodiversity. Protection of the aquatic environment must imply a greater commitment than merely to prevent fish mortality or protect water quality. • Consideration should be given to potential significant impacts on: <ul style="list-style-type: none"> – Water quality – Aquatic and associated riparian habitats – Biological Diversity – Ecosystem structure and functioning – Fish spawning and nursery areas – Surface water hydrology – Passage of migratory fish – Areas of natural heritage importance including geological heritage sites – Sport and commercial fishing and angling – Amenity and recreational areas • RSES should: <ul style="list-style-type: none"> – be consistent with WFD and RBMP – Preclude development where infrastructure is under-capacity. – Support river corridor preservation. – Promote integration of natural watercourses in development proposals and encourage local participation and consultation with IFI. |

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| Statutory Consultee | Summary of Issues Raised |
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| | <ul style="list-style-type: none"> – Support National Strategy for Angling Development – Have regard to IFI Guidelines. |
| <p>Inland Fisheries Ireland</p> <p><i>Continued:-</i></p> | <ul style="list-style-type: none"> • Protect aquatic environment: RSES...protection of the quality of the aquatic environment...water quality...include the protection of the physical environment, hydrological processes and biodiversity <ul style="list-style-type: none"> – Maintenance of habitat is a particularly important objective of fisheries authorities... protection of the food chain – WFD... Protection of aquatic ecosystems requires that river systems be protected on a catchment basis and protection and maintenance of physical habitat and hydrological processes and regimes. • Water Quality & WWTP Infrastructure: Sufficient treatment capacity must be available both within the receiving sewerage systems locally and downstream of waste water treatment plants over the full duration of the plan in order that the ecological integrity of the ultimate receiving waters is protected. <ul style="list-style-type: none"> • Capacity must be coupled with an effective sludge management strategy/policy. • Build a comprehensive and robust assessment of both local infrastructural needs and IW/LA capacity to meet those needs into the plan the risk of associated significant environmental impacts which may result from local development. • Water Quality and Integrated Constructed Wetlands: precautionary approach, from a policy perspective; required by WFD to protect/improve ecological status and water quality of all waters. • Aquatic Habitat Protection (incl. riparian habitat): essential to maintain watercourses in an environmentally and aesthetically sensitive manner: <ul style="list-style-type: none"> – IFI... provide guidance on site specific measures to protect riparian and aquatic habitats. – IFI... opposed to development on floodplain lands. • Invasive Species: policies aimed at ensuring that developments do not spread invasive species. <ul style="list-style-type: none"> – prohibit invasive species from inclusion in landscape design proposals... require use of native, local stock • River Crossing Structures: policy for use of clear span structures where possible on fisheries waters. • Stream Fragmentation: Refers to the Adaptive Management of Barriers in European Rivers 'AMBER Project' raising awareness of stream fragmentation and need for innovative solutions encouraging connectivity. • Water Conservation: Reduce water use, enhance water supply reliability, restore ecosystems, and respond to climate change and changing demographics. <ul style="list-style-type: none"> • Best practice, rainwater harvesting, regulation of agricultural abstraction and SUDS. • Climate Change: Native fish vulnerable to climate change and requires mitigation incl. planting of trees. Flooding and high flows causing nutrient enrichment and fine sediment. • Management Policies: Seek inclusion if river management policies in the form of: <ul style="list-style-type: none"> – River Corridor Management Areas protecting against development in urban areas. – Special Preservation Orders provided for specific habitats in need of protection e.g. an Aquatic Protection Order. – Special Amenity Areas identified for their potential as Linear Parklands along waterways. • National Strategy for Angling Development: Seek support for this strategy. |

5.3 Key Issues Raised in Public Consultation on the Draft RSES

The draft RSES along with the SEA Environmental Report and the Natura Impact Report were put on public display on the 18th December 2018 until 8th March 2019. In total 205 responses were received. These included submissions from members of the public, government bodies, NGOs, other state bodies/agencies, private companies etc. as well as the statutory consultees. A Director's Report on the submissions was prepared for the Elected members of the Assembly and presented at the Assembly meeting of the 10th May 2019.

5.3.1 Statutory Submissions on the Draft RSES

Four submissions were received from the SEA statutory consultees, including:

- Environmental Protection Agency (EPA);
- Department of Culture, Heritage and the Gaeltacht (DCHG);
- Department of Agriculture, Environment and Rural Affairs (DAERA)
- Department of Agriculture, Food and the Marine (DAFM);

The key issues raised and how they have been addressed in the draft RSES are summarised in **Table 5.3**. Further detail on how the submissions have been considered and addressed in the RSES is included in the *Director's Report on submissions to Draft Regional spatial and Economic Strategy* which is available on the SRA website [<https://www.southernassembly.ie/>].

Table 5.3: Draft RSES - Summary of Submissions from the Statutory Consultees

| Consultee | Issue Raised | How this has been addressed in the RSES |
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| <p>Environmental Protection Agency (EPA)</p> | <p>Regional-level commitments relating to climate action and environmental protection could be strengthened; recommendations below:</p> <ul style="list-style-type: none"> • Consideration for integrated framework plan for the development of the key port/harbour areas. A collaborative approach should be taken like the Shannon Integrated Framework Plan (SIFP). Preparation of these plans should fully consider the requirements of SEA and Habitats Directive. • RSES could consider stronger commitment to prepare Regional Biodiversity Action Plan and commit to implementation at a local authority level. • Promote/encourage RSES to use local authority during the development plan process. • Encouragement of local authorities to review existing county landscape character assessments to determine future lifetime for the RSES. • Highlighting the 'green infrastructure first' approach and how to implement it as part of development plans. • Regional Decarbonisation Plan – Consider and propose ambitious measures and targets associated with climate change, aligning with National Climate and Energy Plan. • Local authorities providing targets and timeframes for delivery of sustainable buildings. • RSES commitment/support towards expansion of re-fuelling infrastructure network for e. vehicles. • The RSES should fully align with relevant environmental policy, plans and programmes at national and regional level. • The RSES should ensure that local authority development plans (and local area plans) are aligned with Irish Water's Capital Investment Plan. • One off housing - recommend that a commitment is included in the RSES requiring local authorities to identify and prioritise a programme for the provision of serviced sites within smaller towns and villages within 1 year of the adoption of the RSES, where serviced sites can be provided. A commitment towards requiring a rolling two-year implementation plan be prepared by local authorities subsequently would also be welcome. • Sustainable transport – commitments to promote sustainable modes could be strengthened by including measurable targets and timeframes for delivery. Also promotion of walkability audits. | <p>The issue has been addressed in the final RSES as follows.</p> <p>Commitments Relating to Environmental Protection.</p> <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <ul style="list-style-type: none"> • The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECPs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes. • Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network. • At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant. <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of</p> |

| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | <ul style="list-style-type: none"> Recommend preparation of separate strategy for freight transport. RPO8 would benefit from inclusion of regeneration of brownfield lands in rural villages / settlements over greenfield. RSES Implementation – include a commitment to establish an implementation group to monitor and review progress and the establishment of an environmental subgroup to ensure RSES commitments are being implemented at local authority level. Also include estimated timelines for key projects as well as at lower level with responsible authority(ies) <p>Appendix I – Specific Comments on the RSES</p> <ul style="list-style-type: none"> Recommend amending RPO 2 & RPO9 to refer to ‘environmentally sustainable’ development rather than ‘sustainable development’. there is merit in including a commitment requiring Local Authorities to identify and provide policies to support and protect existing rural economies. RPO 38 recommend amending text relating to ‘sustainably develop...’ RPO 85 - include target of no net increase in greenhouse gas emissions from development in the region, over the lifetime of the RSES. RPO 94 should consider requirements of SEA and Habitats Directive. RPO 118 could also commit to preparing a regional green infrastructure strategy. RPO 122 – consider other significant national biodiversity related plans. Recommend including a commitment to protect established ecological corridors. RSES should be mindful to align with Irelands National Policy position on climate change i.e. impacts on greenhouse gas emissions. | <p>the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>Commitments Relating to Climate Action The narrative of the RSES in Chapter 5 is strengthened with specific sections for climate action and transition to a low carbon economy. The RSES supports the measures outlined in the Climate Action Plan 2019. Supporting actions will focus on renewable energy, energy efficiency, sustainable transport, agriculture and forestry and climate resilience through flood defences. Commitment to de-carbonisation will be linked to the implementation of the crosscutting measures in the Climate Action Plan 2019, the National Mitigation Plan and the National Adaptation Framework in conjunction the work of the Climate Action Regional Offices (CARO). Two new RPOs were integrated into the RSES to strengthen commitments to climate action. RPO 89 (former RPO E) Building Resilience to Climate Change states: <i>a) It is an objective to support measures to build resilience to climate change throughout the Region to address impact reduction, adaptive capacity, awareness raising, providing for nature-based solutions and emergency planning;</i> <i>b) Local Authorities and other public agencies shall continue to work with the Office of Public Works to implement the Flood Risk Management Plans and address existing and potential future flood risks arising from coastal, fluvial, pluvial, groundwater and potential sources of flood risk.</i> RPO 90 (former RPO F) Regional De-carbonisation states: <ul style="list-style-type: none"> <i>It is an objective to develop a Regional De-carbonisation Plan to provide a framework for action on de-carbonisation across all sectors. The Plan shall include existing and future targets for each sector. Implementation mechanisms and monitoring structures shall be established with stakeholders, including the Climate Action Regional Offices, following the adoption of the RSES to identify the scope and role of the Plan, the requirements for SEA, AA and the timescale for its preparation.</i> </p> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | | <p>Further RPOs 87-109 set out a comprehensive range of objectives to target priorities for de-carbonisation.</p> <p>Integrated Framework Plan for Port/Harbour Areas This is addressed specifically by RPO 79 (former RPO 77) Shannon Estuary and Other Harbour Plans which states:</p> <ul style="list-style-type: none"> a) <i>The RSES recognises the national and international importance of the Shannon Estuary, its potential to attract multinational development and the significant work that has been undertaken to progress its promotion and development. It is an objective to support and promotes the delivery of the Strategic Development Locations as set out in the SIFP for the Shannon Estuary subject to the implementation of mitigation measures outlined in the SEA and AA undertaken on SIFP and zoned in the Local Authority Development Plans.</i> b) <i>It is an objective to promote the SIFP initiative as a good practice model for the Southern Region and to seek the preparation of similar initiatives for Cork Harbour and Waterford Harbour between the relevant stakeholders.</i> c) <i>It is an objective to support the promotion, marketing and seeking of financial and expertise support for the Strategic Integrated Framework Plan (SIFP) for the Shannon Estuary and specific projects emerging there from.</i> d) <i>Such initiatives shall be subject to the relevant environmental assessment requirements including SEA, EIA SFRA and AA as appropriate.</i> <p>Regional Biodiversity Action Plan This is addressed specifically by RPO 126 (former RPO 120) Biodiversity which states:</p> <ul style="list-style-type: none"> a) <i>Promote biodiversity protection and habitat connectivity both within protected areas and in the landscape through promoting the integration of green infrastructure and ecosystem services, including landscape, heritage, biodiversity and management of invasive and alien species in the preparation of statutory and non-statutory land-use plans. The RSES recognises the role of the National Biodiversity Data Centre through its Citizen Science initiatives;</i> b) <i>Support local authorities acting together with relevant stakeholders in implementing measures designed to identify,</i> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | | <p><i>conserve and enhance the biodiversity of the Region; seek and support the implementation of the All-Ireland Pollinator Plan, National Biodiversity Action Plan and National Raised Bog SAC Management Plan;</i></p> <p><i>c) Local Authorities are required to carry out required screening of proposed projects and any draft land-use plan or amendment/variation to any such plan for any potential ecological impact on areas designated or proposed for inclusion as Natura 2000/European Sites and shall decide if an Appropriate Assessment is necessary, of the potential impacts of the project or plan on the conservation objectives of any Natura 2000/European Site;</i></p> <p><i>d) Support local authorities to carry out, monitor and review biodiversity plans throughout the Region. Planning authorities should set objectives in their land use plans to implement and monitor the actions as set out in the National and County Biodiversity Plans, as the conservation of biodiversity is an essential component of sustainable development. Local authorities should address the issue of fisheries protection and invasive introduced species and encourage the use of native species for landscape planting in rural areas, in the review of their biodiversity plans;</i></p> <p><i>e) Support local authorities to work with all stakeholders to conserve, manage and where possible enhance the Regions natural heritage including all habitats, species, landscapes and geological heritage of conservation interest and to promote increased understanding and awareness of the natural heritage of the Region.</i></p> <p>Landscape Character Assessments This is specifically addressed by RPO 129 (former RPO 123) Landscape which states:</p> <ul style="list-style-type: none"> <i>It is an objective to develop a Regional Landscape Strategy to facilitate landscape protection, management and change through undertaking a Regional Landscape Assessment and Landscape Character Map and development of guidance on local landscape character assessments, (including urban and historic landscape characterisation) to ensure a consistent approach to landscape character assessment, particularly across planning and administrative boundaries. The Regional Landscape Character Assessment should also address the characterisation of our seascapes and coastal</i> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | | <p>areas. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Regional Landscape Strategy for the Region and the timescale for its preparation.</p> <p>Green Infrastructure This is specifically addressed by RPO 124 (former RPO 118) which states:</p> <ul style="list-style-type: none"> a) It is an objective to promote the concept of connecting corridors for the movement of wildlife and encourage the retention and creation of features of biodiversity value, ecological corridors and networks that connect areas of high conservation value such as woodlands, hedgerows, earth banks, watercourses and wetlands. The RSES recognises the necessity of protecting such corridors and the necessity to encourage the management of features of the landscape that support the Natura 2000 network; b) Green infrastructure will be integrated into the preparation of statutory land-use plans in the Region, which will include identifying Green infrastructure and strengthening this network; c) All Development Plans and Local Area Plans shall protect, enhance, provide and manage Green infrastructure in an integrated and coherent manner addressing the themes of biodiversity protection, water management and climate action; 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; d) Any future development of greenways, blueways, peatways, cycleways or walkways will include an assessment by the relevant authorities of any impacts that may arise from increased visitor pressures, in particular, on sensitive European sites and the design of the network will consider the provision of protective measures on sites sensitive to disturbance/visitor pressure. <p>Further, RPO 200 (former RPO 192) Green Infrastructure and Recreation addresses the issue which states:</p> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | | <ul style="list-style-type: none"> <i>It is an objective to support investment in the on-going maintenance and enhanced facilities in existing green infrastructure and support the provision of new public, parks, green space corridors and other public open spaces in tandem with projected population growth to create green, healthy settlements throughout our Region. Local authorities shall identify the potential locations of new public parks and opens spaces jointly (with neighbouring local authorities) and individually to develop both regional scale recreational open space and local parks and open space. Local authorities should ensure that decision-making in relation to the development of new or enhanced Green Infrastructure and new public parks and facilities is informed by an appropriate level of environmental assessment.</i> <p>Regional Decarbonisation Plan RPO 90 (former RPO F) address the issue and states:</p> <ul style="list-style-type: none"> <i>It is an objective to develop a Regional De-carbonisation Plan to provide a framework for action on de-carbonisation across all sectors. The Plan shall include existing and future targets for each sector. Implementation mechanisms and monitoring structures shall be established with stakeholders, including the Climate Action Regional Offices, following the adoption of the RSES to identify the scope and role of the Plan, the requirements for SEA, AA and the timescale for its preparation.</i> <p>Delivery of Sustainable Buildings RPO 106 (former RPO 102) Future Proofing and Retrofitting address the issue and states:</p> <ul style="list-style-type: none"> <i>It is an objective to support implementation of the National Energy Efficiency Action Plan, the implementation of mitigation measures outlined in their respective SEA and AA and investment in initiatives to improve energy efficiency and future proof our Region’s residential, commercial, industrial, agricultural and public building stock, including retrofitting in urban and rural areas and reduce fuel poverty. RSES supports the promotion of sustainable buildings that achieve certification under systems such as the Home</i> |

| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | | <p><i>Performance Index and Leadership in Energy and Environmental Design at local authority level.</i></p> <p>Re-fuelling Infrastructure for E Mobility</p> <p>RPO 91 (former RPO 87) Decarbonisation in the Transport Sector addresses the issue where it states:</p> <p><i>It is an objective to:</i></p> <ul style="list-style-type: none"> • <i>a) Seek initiatives that will achieve the de-carbonisation of the transport sector, moving to the use of clean generated electricity bio-gas, hydrogen and other non-fossil fuels for private and public transportation and provision of clean energy and lower carbon fuelling stations by 2030;</i> • <i>b) Pursue policies to reduce reliance on private cars and achieve modal shift to sustainable transportation in conjunction with policies to achieve compact growth and reduce congestion;</i> • <i>c) Seek the development of clean energy and lower carbon fuelling and electric vehicle charging stations and infrastructure at the appropriate locations which take into consideration electric, hydrogen, CNG/biogas inter-alia.</i> <p>Further, RPO 92 (former RPO 88) Electric vehicle infrastructure addresses the issue where it states:</p> <p><i>It is an objective to:</i></p> <ul style="list-style-type: none"> <i>(a) Support investment in the sustainable development of Electric Vehicle charging facilities aligned with our Region’s transportation networks;</i> <i>(b) Through Local Authority County Development Plans and Local Area Plans, encourage and support policies and objectives to integrate Electric Vehicle charging point infrastructure within residential, commercial and mixed-use developments.</i> <p>Irish Water’s Capital Investment Plan.</p> <p>RPO 208 (former RPO 200) Irish Water and Water Supply addresses the issue where it states:</p> <ul style="list-style-type: none"> • <i>It is an objective to:</i> • <i>(a): Support the implementation of Irish Water Investment Plans (prepared on five-year cycles) and subsequent investment plans and seek such plans to align the supply of</i> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | | <p><i>water services with the settlement strategy and objectives of the RSES and Metropolitan Area Strategic Plans for Cork, Limerick-Shannon and Waterford;</i></p> <ul style="list-style-type: none"> • <i>(b): Support the role of Irish Water Investment Plans in taking into account seasonal pressures on critical service infrastructure, climate change implications and leakage reduction in the design of all relevant projects;</i> • <i>(c): Deliver and phase services, subject to the required appraisal, planning and environmental assessment processes and shall avoid adverse impacts on the integrity of the Natura 2000 network;</i> <p><i>(d) 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 hydro morphological pressures) and prevent adverse impacts the integrity of water dependent habitats and species within the Natura 2000 network.</i></p> <p>Further, RPO 211 (former RPO 203) Irish Water and Wastewater addresses the issue where it states:</p> <p><i>It is an objective to support the implementation of Irish Water Investment Plans (prepared on five-year cycles) and subsequent investment plans, to align the supply of wastewater treatment facilities with the settlement strategy and objectives of the RSES and Metropolitan Area Strategic Plans for Cork, Limerick-Shannon and Waterford. Support the role of Irish Water Investment Plans in taking into account seasonal pressures on critical service infrastructure, climate change implications, and leakage reduction in the design of all relevant projects.</i></p> <p>Rural One-Off Housing</p> <p>Regarding recommended mitigation for RPO 27 (former RPO 25) Rural, criteria for the assessment of rural housing will be set nationally through guidelines for consistency of approach. In addition, it is noted:</p> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | | <ul style="list-style-type: none"> • RPO 27 (former RPO 25) Rural in support of strong rural communities seeks Core Strategies to identify areas under string urban influence and to implement policies restricting unsustainable patterns of urban generated rural housing. This is in line with National Policy Objective 19. • The need for single housing in the countryside will be projected and planned for sustainably in local authority’s overall Housing Need Demand Assessment Tool as part of the development plan process. This requirement under National Policy Objective 20 is supported by RPO 33 (former RPO 30) Housing Need Demand Assessment. • The RSES strongly supports sustainable regeneration of small towns and villages, including New Homes in Small Towns and Villages initiatives under RPO 26 (former RPO 24) Towns and Villages, which will support a sustainable alternative to one off rural housing. • RPO 172 (former RPO 164) Rural Transport in Chapter 6 supports strengthened public transport connectivity to service rural areas and provide better access to services between towns, villages and rural areas using public transport. • RPO 176 (former RPO 168) 10-Minute City and Town Concepts supports compact settlements where a range of community facilities and services are accessible by public transport, walking and cycling which supports a high quality of life alternative to one off rural housing. • RPO 216 (former RPO 208) Servicing of Rural Villages specifically seeks services in villages to provide a sustainable alternative to one-off housing in the countryside. <p>Further, through RPO 1, the RSES is explicit that any other plans or projects, including the development management process, will be subject to their own environmental assessments which will have regard to the necessary environmental legislation and protection of</p> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | | <p>the environment and Natura 2000 Network in line with international, EU and national policy.</p> <p>Sustainable Transport</p> <p>Chapter 6 Connectivity integrates strong narrative and objectives in support of greater modal shift to sustainable transport and for sustainable land use and transport planning. The three MASPs also integrate objectives outlining land use transport principles and investment priorities for public transport investment, walking and cycling.</p> <p>Example RPOs that address the issue include.</p> <ul style="list-style-type: none"> • RPO 151 (former RPO 146) Integration of land use and transport integration. • RPO 152 (former RPO 147) Local Planning Objectives • RPO 157 (former RPO 152): Local Transport Plans (LTP) • RPO 160 (former RPO 155) Smart and Sustainable Mobility • RPO 161 (new from MA Stage former RPO J) Smart Mobility • RPO 162 (new from MA stage former RPO K) Multi Modal Travel Integration • RPO 164 (former RPO 156): Metropolitan Area Transport Strategies. • RPO 165 (former RPO 157) Higher Densities. • RPO 170 (former RPO 162) Rail • RPO 171 (former RPO 163 Bus) • RPO 174 (former RPO 166) Walking and Cycling. <p>Specifically addressing the issue of targets, RPO 163 (new RPO from MA stage former RPO L) Sustainable Mobility Targets address the issue where it states:</p> <ul style="list-style-type: none"> • <i>It is an objective that:</i> • <i>(a): Through effective integration of land-use and transport planning, implementation of RPOs in the RSES and MASPs and actions driven through Development Plan, Local Area Plan, Metropolitan Area Transport Strategies and Local Transport Plans, significant progress is sought for the Southern Region to reduce the modal share of private car travel and</i> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | | <p><i>increase the modal share of travel by walking, cycling, public transport and car sharing</i></p> <ul style="list-style-type: none"> • <i>(b): Support the function of Metropolitan Area Transport Strategies and Local Transport Plans to achieve higher rates of modal shift to sustainable transport.</i> • <i>(c): National Smarter Travel Targets are supported which seek to achieve a reduction of work-related commuting by private car to 45% of modal share by 2020 and commuting by walking, cycling, public transport and car sharing to 55% of modal share by 2020. Such targets are nationwide average targets and higher achievement under lower tiered plans such as for metropolitan areas are supported.</i> • <i>(d): Targets identified across Development Plans, Local Area Plans, Metropolitan Area Transport Strategies and Local Transport Plans shall be informed by an evidence base of existing performance and will include the identification of actions to help achieve higher performance in modal shift to sustainable mobility. Targets will be reviewed and strengthened for a higher performance continually through effective implementation and monitoring.</i> • <i>(e): Local Authorities to set complementary sustainable mobility targets in development plan reviews.</i> <p><i>(f): Greater emphasis should be placed on encouraging mixed use developments on regeneration sites within the city and suburbs through supportive development plan policies to encourage sustainable mobility trip patterns.</i></p> <p>Regional Freight Strategy</p> <p>RPO 141 (former RPO 136) Regional Freight Strategy addresses the issue and states:</p> <ul style="list-style-type: none"> • <i>It is an objective to support the development of a RSES Regional Freight Strategy which includes the consideration of rail freight, the asset of our region's rail network and innovations in the freight handling and transport sector potential for electrification, lower carbon fuels and technology to be prepared by the relevant stakeholders through in consultation with the Department of Transport,</i> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | | <p><i>Tourism and Sports, Transport Infrastructure Ireland, National Transport Authority, Local Authorities, Irish Rail, relevant delivery agencies and the port and airport authorities. Support the feasibility of delivering a national rail freight and passenger hub in the region and reinstatement of freight lines on our region’s rail network. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Regional Freight Strategy and the timescale for its preparation. The requirements of the SEA and Habitats Directives shall be considered, as appropriate, in relation to a Regional Freight Strategy.</i></p> <p>Regeneration, Brownfield and Infill Development</p> <p>RPO 34 (former RPO 31) Regeneration, Brownfield and Infill Development addresses the issue and states:</p> <p><i>In pursuit of the NPF’s NPO 3a, 3b & 3c, the Development plan Core Strategy’ should be accompanied by specific objectives setting out the achievement of urban infill/brownfield development. Requirements for brownfield site remediation shall consider:</i></p> <ul style="list-style-type: none"> <i>• Seeking initiatives that enable site assembly for regeneration and initiatives that promote regeneration of brownfield lands over greenfield lands across all tiers of urban settlements including smaller towns and rural villages.</i> <i>• Local Authorities through their respective County Development plans and Local Area Plans will set out policies and objectives to support the reuse/refurbishment of existing disused and derelict rural dwellings for residential purposes community or commercial (including social enterprise) and encourage new uses for disused/derelict farm buildings including residential where appropriate, subject to normal planning considerations and ensure that re-use is compatible with environmental and heritage protection.</i> <i>• The establishment of a data base with site briefs specifically for brownfield sites zoned for development which will be continually renewed and updated as opportunities arise through active land management processes, so that brownfield re-use can be managed and co-ordinated across multiple stakeholders;</i> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | | <ul style="list-style-type: none"> • <i>Target measures to reduce the extent of vacancy within our region’s existing building stock and seek investment in refurbishment initiatives to bring underused property assets into use in the residential market;</i> • <i>Target measures and support initiatives that promote retrofitting and improving the quality of the existing building stock, especially energy efficiency, green infrastructure, digital infrastructure, smart technologies to future proof our existing buildings and neighbourhoods.</i> • <i>In brownfield developments, the preparation of a Construction & Development Waste Management Plan (C&D WMP) should be prepared in the early stages of project development to facilitate suitable arrangements for the proper and authorised management of wastes.</i> • <i>In accordance with the “Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects”, published by the Department of the Environment, Community and Local Government (DECLG) and any updated guidelines , Development plans shall seek that a C&D WMP shall accompany a planning application for projects which exceed specified threshold limits for both public and private sectors with the key objectives to (i) minimise the amount of waste generated as part of the project, (ii) maximise the amount of material for re-use on site, (iii) maximise the amount of material which is sent off site for reuse, recycling or reprocessing and (iv) assess by product options and (v) minimise the amount of material sent to landfill/export. Waste management plans should also consider potential impacts arising from spreading of invasive species.</i> • <i>Proposals for brownfield regeneration in strategic locations including docklands, should be accompanied by a site risk assessment and a clear waste plan for any wastes arising, including consideration of hazardous or contaminated material.</i> <p>Monitoring Structures RPO 229 Monitoring the Strategy (former RPO M) addresses the issue and states: <i>The Southern Regional Assembly will put in place a robust and transparent monitoring system to ensure that the progress of the regional objectives are tracked against</i></p> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | | <p><i>baseline data at regular intervals during the life of the Strategy. This includes:</i></p> <p><i>a. Making baseline data available as a shared evidence base, as appropriate, for the Region to local authorities and other public bodies which will inform the preparation and implementation of a local authority's Development Plans, Local Area Plans and Local Economic and Community Plans;</i></p> <p><i>b. Carrying out regular updates of baseline data for monitoring purposes, including integration of baseline data (including environmental data), if available, from other relevant reports, strategies and data repositories;</i></p> <p><i>c. Supporting the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on transboundary sites and to address cross-boundary site and species protection;</i></p> <p><i>d. Establishing a monitoring committee with cross-sectoral and cross-regional representation to oversee progress and contribute to the process. The process will facilitate the involvement of relevant stakeholders throughout the implementation of the RSES to provide input on progress.</i></p> <p>Other Recommendations Other recommendations as outlined in the appendix to the submission have been addressed in the relevant RPO and in particular through the application of RPO which explicitly states any reference to support for all plans, projects, activities and development in the RSES should be considered to refer to '<u>environmentally sustainable development</u>'</p> |
| <p>Department of Culture, Heritage and the Gaeltacht (DCHG)</p> | <ul style="list-style-type: none"> • Consideration for sufficient integration and cross-referencing of the protective measures in other aspects of the strategy. This should account for mitigation at plan-level for development objectives e.g. RPO51 tourism • The strategy would benefit from identifying local authorities' role in terms of any implications had for nature conservation and biodiversity as a result of their actions. • RPOs should reflect the commitments of the National Biodiversity Action Plan and the aims in the nature directives e.g. Art 10 of the Habitats Directive. | <p>Commitments Relating to Environmental Protection.</p> <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <ul style="list-style-type: none"> • The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and |

| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | <ul style="list-style-type: none"> • The strategy notes (page 15) that some biodiversity is protected but it should also be acknowledged that there are numerous others that are not protected ranging outside of these areas. • It would help strengthen and assist RPO 1a if the term ‘sustainable development’ was also defined as ‘no adverse effects on the integrity of European sites, and no net loss in biodiversity’. • RPO 4 Consider expressing proximity to European Sites in terms of potential for adverse effects. • RPO 35 – expand objective to address adverse effects on biodiversity and the environment. • RPO 51 and 52 on Tourism should be integrated and cross referenced better. • RPO 63 – consider wording of ‘ecosystem’. • RPO 109 – should be subject to hydrological and ground/peat stability assessments. • Specific objectives relating to biodiversity (RPO 120) should be strengthened to include a clear commitment to conserve biodiversity both within protected areas and in the landscape generally reflecting the requirements of the National Biodiversity Plan. Also consider inclusion of maps and biodiversity sites in development plans. • Include separate objective re: protection of European Sites for Development Plans. • Use of term ‘sustainable’ to support development, etc should be considered in all RPOs. • Use of term ‘subject to the planning process and environmental assessment’ to be considered in all related RPOs. Also consideration must be given for the wording used for assessments whether it is at project stage only, with no account for assessment at low tier plan stage. • The National Park in Killarney has a highly sensitive downstream freshwater ecosystem, and the sub-objective 4 in RPO 10 should be included for RPO11 also. • RPO 12, 16, and Waterford MASP Objective 4 – consider wording re: sensitive rivers. • Cork MASP Obj 9 – consider assessing any new bridge requirement. • RPO 51 Tourism – further assessment required on European Sites. • RPO 166 – Greenways and Blueways – recommendations for further assessment. | <p>LECPs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes.</p> <ul style="list-style-type: none"> • Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network. • At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant. <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>National Biodiversity Action Plan</p> <p>The final wording of RPO 126 (former RPO 120) Biodiversity addresses the issue. RPO 202 (former RPO 194) Natural Heritage, Biodiversity and Built Heritage Assets also addresses the proposed mitigation.</p> <p>Regarding specific comments on objectives in the Draft RSES:</p> <p>RPO 4</p> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | <ul style="list-style-type: none"> • Ensure strategy and policy documents referenced are fully assessed and subject to SEA and AA. • The implications of reopening the Middleton to Youghal railway were not discussed in the draft report. This is important as it passes through an NHA as well as provides protection for some migratory birds. • RPO 52 – stronger commitment require for environmental assessment. • RPO 138 - include to undertake environmental assessment as appropriate and required by law. • Mitigation measures - a constraints-led and iterative approach, which seeks to avoid or minimise adverse effects, is key to good project planning, and it is recommended that consideration should be given to incorporating this into the strategy. • Mitigation measures are welcomed but it is advised that any measures necessary at the strategic level are integrated into or cross-referenced in the text or content of the strategy so that it can be demonstrated that there will be no adverse effects on the integrity of a European site when the appropriate assessment is carried out. • RSES provides an evidence-driven approach to spatial planning, the Department believes this contributes to accurate collation and dissemination of environmental data. Recommend specific RPO for this approach. • Explanation of certain phrases is essential. The NIR has no explanation for 'carrying capacity' of European sites. A clear and through explanation is required for such terms. • 10. Cork MASP (Obj. 8d) Neither the bullet point relating to the reopening of the Midleton – Youghal railway, nor the draft Environmental Report, mention the implications that the route passes through Ballyvergan Marsh proposed Natural Heritage Area, which holds a population of reed warbler, a migratory species which there is an obligation to protect under the EU Birds Directive. • Cork MASP (Obj. 9m) - This sub-objective seeks delivery of: "Upgrade of the R624 Regional Road Linking N25 to Marino Point and Cobh". While the objective is qualified, and the upgrade may not necessarily require a bridge, it is important that this is fully assessed, as any new bridge development must cross Cork Harbour SPA and Great Island Channel cSAC. | <p>The final wording of RPO 5 (former RPO 4): Population Growth and Environmental Criteria and the application of RPO 1 applies.</p> <p>RPO 10 The final wording of RPO 15 (former RPO 10): Tralee and RPO 1 applies.</p> <p>RPO11 The final wording of RPO 18 (former RPO 11) Killarney and RPO 1 applies.</p> <p>RPO 12 The final wording of RPO 19 (former RPO 12) Mallow and RPO 1 applies.</p> <p>RPO 16 The final wording of RPO 21 (former RPO 16): Thurles and RPO 1 applies.</p> <p>RPO 35 The final wording of RPO 38 (former RPO 35) Retrofitting Initiative Priorities and RPO 1 applies.</p> <p>RPO 51 and 52. The final wording of RPO 53 (former RPO 51) Tourism, RPO 54 (former RPO 52) Tourism and the Environment and RPO 1 applies.</p> <p>RPO 63 The final wording of RPO 66 (former RPO 63) Monitoring and evaluating our economic eco-system performance applies.</p> <p>RPO 109 The final wording of RPO 114 (former RPO 109) Flood Risk Management Objectives and RPO 1 applies.</p> <p>RPO125 The final wording of RPO 112 (former RPO 125) Water Quality applies. In addition , RPO 121 (former RPO 115) Effective Collaboration to Implement River Basin Management Plans and Water Framework Directive and RPO 123 (former RPO 117) River Basin Management Plan and Spatial Planning also apply.</p> <p>RPO 138 The final wording of RPO 143 (former RPO 138) Ports and Airports and RPO 1 applies.</p> <p>RPO 166.</p> |

| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | <ul style="list-style-type: none"> • Tourism (RPO51) - The unqualified statement “promote activity tourism” (b), without reference to appropriate sites and to adequate assessment, may result in significant effects on European and other high-nature value sites and requires further assessment. This should be addressed. It is not considered adequate to rely on RPO01, as in the mitigation proposed in the NIR (p. 82): “Any plans relating to the development of new or expansion/renewal of existing facilities and amenities shall be subject to the commitments under RPO 1 and the outcome of appropriate planning and environmental assessment processes.” • High status rivers (RPO125) - High ecological status is required in rivers designated (within cSACs) for freshwater pearl mussel, and the promotion of good status would be insufficient for the obligatory protection of these rivers. This objective may need to be reassessed in the NIR. • Mitigation Measures - a constraints-led and iterative approach, which seeks to avoid or minimise adverse effects, is key to good project planning, and it is recommended that consideration should be given to incorporating this into the strategy. | <p>The final wording of RPO 174 (former RPO 166) Walking and Cycling and RPO 1 applies. Further, RPO 201 (former RPO 193) National Trails, Walking Routes, Greenway and Blueway Corridors also applies.</p> <p>Evidence-driven approach to spatial planning The final wording of RPO 229 Monitoring the Strategy (former RPO M) applies.</p> <p>Cork MASP (Obj 8) The final wording of the objective applies with specific reference to protection of the Ballyvergan Marsh proposed Natural Heritage Area. Cork MASP Objective 1 and RPO 1 also applies.</p> <p>Cork MASP (Obj 9) The final wording of the objective applies which seeks environmental assessment processes including SEA/AA as appropriate for all infrastructure priorities identified. Cork MASP Objective 1 and RPO 1 also applies.</p> <p>Waterford MASP Objective 4 The final wording of the objective applies which seeks required feasibility, planning and environmental assessment processes as appropriate for infrastructure priorities. In addition, Waterford MASP Objective 1 and RPO 1 applies.</p> |
| <p>Department of Agriculture, Environment and Rural Affairs (DAERA)</p> | <p>No issues raised.</p> | |
| <p>Department of Agriculture, Food and the Marine (DAFM)</p> | <ul style="list-style-type: none"> • Recommend alignment between RPO 55 and RPO 106 and to take into account options such as long term carbon sequestration, cascading principle, etc. It also refers to the EU Bioeconomy Strategy 2018 should be used to explore options to develop the urban bio-economies through Horizon Europe which provides support to pilot groups. | <p>RSES recognises the important future role of the bio economy to our rural economy and for decarbonisation which is why separate objectives under Chapter 4 and Chapter 5 are retained. The theme is addressed through the final wording of RPO 57 (former RPO 55) National Policy Statement on Bio-economy, RPO 58 (former RPO 56) Bio-economy and Rural Areas , RPO 59 (former RPO 57) National Bio-economy Hub in Lisheen , RPO 94 (former RPO 90): Decarbonisation in the Agricultural Sector and RPO 109 (former</p> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
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| <p>Department of Housing Planning & Local Government (DHPLG)</p> | <ul style="list-style-type: none"> • RPO 2 should reflect this overarching requirement for core strategies to adhere to the NPF. • The Number of Key Towns should be reduced to focus on a smaller number of regional drivers. • RPO 25 – wording ‘exceptional need’ is inconsistent with the NPF. • South Clare Economic Strategic Development Zone (SDZ) – address proposal under economic development or employment more generally. | <p>RPO 106) Bio-Energy Implementation Plan. In addition, the narrative for the bio-economy under Chapter 4 and 5 is strengthened.</p> <p>Regarding RPO 3 (former RPO 2): Local Authority Core Strategies, respecting the hierarchy and adherence to the NPF is implicit in the narrative of the RSES and Chapter 1 where the National Strategic Outcomes of the NPF are aligned with the strategy points of the RSES.</p> <p>Regarding Key Towns, the strengthened narrative under Section 3.5 clarifies the tailored approach to the settlement hierarchy of the region and application of principles to determine the Key Towns in consultation with stakeholders. RPO 11 (former RPO 9) Key Towns also addresses the issue and states a) Local Authorities are supported in targeting growth of more than 30% for each Key Town subject to capacity analysis and sustainable criteria under Section 3.3 A Tailored Approach, RPO 2 Local Authority Core Strategies and the sustainable requirements under the following sub sections of RPO 9 Key Towns. The appropriate level of growth is to be determined by the Core Strategy of Development Plans.</p> <p>Regarding RPO 29 (former RPO 27) Rural Settlement Networks, criteria for the assessment of rural housing will be set nationally through guidelines for consistency of approach. In addition, it is noted:</p> <ul style="list-style-type: none"> • RPO 27 (former RPO 25) Rural in support of strong rural communities seeks Core Strategies to identify areas under string urban influence and to implement policies restricting unsustainable patterns of urban generated rural housing. This is in line with National Policy Objective 19. • The need for single housing in the countryside will be projected and planned for sustainably in local authority’s overall Housing |

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| | | <p>Need Demand Assessment Tool as part of the development plan process. This requirement under National Policy Objective 20 is supported by RPO 33 (former RPO 30) Housing Need Demand Assessment.</p> <ul style="list-style-type: none"> • The RSES strongly supports sustainable regeneration of small towns and villages, including New Homes in Small Towns and Villages initiatives under RPO 26 (former RPO 24) Towns and Villages, which will support a sustainable alternative to one off rural housing. • RPO 172 (former RPO 164) Rural Transport in Chapter 6 supports strengthened public transport connectivity to service rural areas and provide better access to services between towns, villages and rural areas using public transport. • RPO 176 (former RPO 168) 10-Minute City and Town Concepts supports compact settlements where a range of community facilities and services are accessible by public transport, walking and cycling which supports a high quality of life alternative to one off rural housing. • RPO 216 (former RPO 208) Servicing of Rural Villages specifically seeks services in villages to provide a sustainable alternative to one-off housing in the countryside. <p>Further, through RPO 1, the RSES is explicit that any other plans or projects, including the development management process, will be subject to their own environmental assessments which will have regard to the necessary environmental legislation and protection of the environment and Natura 2000 Network in line with international, EU and national policy.</p> <p>Regarding the South Clare Economic Strategic Development Zone (SDZ), narrative in the Limerick Shannon MASP and Limerick Shannon MASP Policy Objective 14 (former Objective 10) South Clare Economic / University of Limerick proposed Strategic Development Zone (SDZ) address the issue.</p> |

| Consultee | Issue Raised | How this has been addressed in the RSES |
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| <p>Department of Rural and Community Development (DRCD)</p> | <ul style="list-style-type: none"> • Atlantic Economic Corridor - consider scope to more fully integrate the work of the Atlantic Economic Corridor into the development ambitions of the RSES. • Risk management - future proofing and risk management section should be expanded to include an outline of high-level risks already identified and a 'guiding principles' piece on risk analysis and risk mitigation planning. • The RSES should mirror national rural development policy which includes towns up to 10,000 people, as well as villages and the open countryside. • Fully explain the concept and lay out high-level guiding principles for the development of place-making solutions. • Link between Economic Growth and Spatial Development - RSES should highlight the link between economic growth and spatial developments in urban centres. • Focus on Place-Making - DRCD would also recommend that the focus on place-making throughout the RSES as a whole would be strengthened. • Climate Action Fund (CAF) - SES would be strengthened through the inclusion of the CAF's funding criteria as 'guiding principles' to encourage project identification and the alignment of regional project proposals with national strategy. • Protecting, Conserving and Enhancing our Natural Capital - expand upon the important role forestry and peatlands may play in the region in light of the European Union's Land Use and Forestry Regulation 2021-2030 | <p>Regarding the AEC, the narrative under Chapter 4 is strengthened to reflect the role of the AEC for the region. In addition, final wording for RPO 30 (new at MA Stage former RPO C) Inter-Urban Networks as Regional Drivers of Collaboration and Growth and RPO 41 (former RPO 39): Atlantic Economic Corridor (AEC) address the issue.</p> <p>Regarding risk management, this is addressed through strengthen narrative under Chapter 4, objective in support of rural innovation, infrastructure and place-making investment and a focus on learning, training and education for continuing skills development, to build an economically diverse and resilient region. Many RPOs in Chapter 4 address the issue such as RPO 63 (former RPO 60) Skills and Talent. Guiding principles for place making for enterprise development also apply. Further, RPO 186 (former RPO 178) Lifelong Learning, RPO 187 (former RPO 179) Education and Training, RPO 188 (former RPO 180) Regional Skills Fora and RPO 189 (former RPO 181) Further Education and Training apply.</p> <p>Regarding rural development policy, the narrative under Section 3.7 applies and aligns with the NPF.</p> <p>Regarding high level principles for place making, as noted under Section 3.3 A Tailored approach, lower tiered plans will develop further more localised principles to improve the quality of towns, villages and rural areas, supported at a higher level by objectives of the RSES.</p> <p>Regarding the links between the spatial and economic strands of the strategy, this is applied through strengthened narrative of the RSES and also the provision of new RPOs including RPO 6 (new at MA stage former RPO B): Collaboration between Metropolitan Areas and RPO 30 (new at MA Stage former RPO C) Inter-Urban Networks as Regional Drivers of Collaboration and Growth.</p> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
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| | | <p>Regarding Climate Action Funding, as a higher level strategy, the RSES does not set out the specific details or principles of other supported initiatives, but does support the initiative in the narrative under Chapter 9 and RPO 227 (former RPO 219) Funding which states it is an objective of the RSES to support local authorities and state bodies and other stakeholders and communities in achieving the drawdown of investment funds, including national rural, urban, technology and climate funds, the EU Regional Operational Programmes and other EU funds available to the Region.</p> <p>Regarding the role of forestry and peatlands, this is addressed through RPO 104 (former RPO 100) Energy Storage and Carbon Capture which states : <i>It is an objective to support investment in initiatives to develop innovation, advances in technology and pilot projects for the sustainable development of energy storage and carbon capture within the Region and to work with key stakeholders in developing sustainable forestry, including initiatives for native tree planting and better management of peatland and soil management to support carbon sequestration and enhancement of biodiversity.</i></p> |

5.3.2 Other Environmental Submissions on the Draft RSES

Public consultation, as outlined in **Section 5.3** gave rise to over 205 submissions from a range of stakeholders. All submissions have been reviewed and considered by the team prior to amending the draft RSES. Throughout the submissions a number of items and issues were identified for the SEA, AA and RFRA processes (see **Table 5.4**) as well as other key environmental issues (**Table 5.5**). It should be noted the *Director's Report on Submissions to Draft Regional Spatial and Economic Strategy* contains a detailed discussion of all issues raised and how they have been addressed in the RSES (refer to SRA website [<https://www.southernassembly.ie/>] for this report.

Table 5.4: Draft RSES - Summary of Key Environmental Issues for the SEA, AA and RFRA

| Issue Raised | How this has been addressed in the RSES |
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| <ul style="list-style-type: none"> • More focus on ecosystems and their services to articulate the meaning of natural capital. • Lack of dealings with Climate Change/Action and its level of robustness in general. Areas highlighted include: sustainable transport, biodiversity and cultural and landscape heritage, while overly positive issues were raised regarding renewable energies. • Further clarity on the explanation and assessment of ‘carrying capacity’ of European sites and how to integrate the protection of biodiversity and European sites into the plan. | <p>The comments in submissions relating to SEA/AA/RFRA have been included in the iterative environmental assessment of the formulation of the RSES for the region. Where material amendments were proposed, these were subject to environmental assessment and further consultation. This is reflective of all stages of the RSES process which are fully compliant with the statutory requirements of SEA legislation. See Appendix A to this SEA Statement and also Chapter 9 of the NIR [under separate cover] for details on how mitigation has been applied.</p> <ul style="list-style-type: none"> • Focus on ecosystems and the meaning of natural capital: Chapter 5 RPO 110 (former RPO 107) Ecosystem Services, RPOs 124-125 (former RPOs 118-119) for Green Infrastructure Corridors, RPO 126 (former RPO 120) Biodiversity and RPOs 111-112 (former RPOs 124-125) for Water Resources and Water Quality are a particular demonstration of the strength of the RSES’s commitment to environmental protection and integration of strong mitigation objectives to protect and enhance the environmental qualities of the Southern Region. • The narrative of Chapter 5 of the RSES has also been strengthened to address the urgency of climate change and actions required under the Climate Action Plan 2019. A new RPO is also included in Chapter 5 entitled Building Resilience to Climate Change. • Clarity on the carrying capacity is provided in the NIR prepared post consultation |

Table 5.5: Draft RSES - Summary of Other Key Environmental Issues

| Issue Raised | How this has been addressed in the RSES |
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| <ul style="list-style-type: none"> • Better address the requirements of the Habitats Directive regarding the Regional Freight Strategy issues such as re-opening old routes, appropriateness of rail line locations and reducing reliance on Dublin port. | <ul style="list-style-type: none"> • <i>RPO 141 (former RPO 136) Regional Freight Strategy, states that “The requirements of the SEA and Habitats Directives will be considered, as appropriate, in relation to a Regional Freight Strategy.</i> |

| Issue Raised | How this has been addressed in the RSES |
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| <ul style="list-style-type: none"> • Lack of dealings with Climate Change, with particular regard to Flora/Fauna, sustainable transport and landscape and cultural heritage. • Create a separate objective for European Sites (SPA, SAC, cSACs) and NHAs (proposed and designated) in order to promote their protection within County/City Development plans and LAP's. • Strengthen the connection of cultural heritage as a reputation enhancer for attracting people and investment. • To outline a timetable for WFD targets/standards to be reached and all the time bound Directives. To stress the importance of good water quality and water treatment regarding the WFD was highlighted as was the need to eliminate point sources of pollution & all raw sewage discharges. • Consideration of preparation of a regional climate adaptation plan. • Further development regarding the important role of Peatlands in general (blanket bogs, carbon storage and restoration and strengthening their protection as part of the landscape), particularly where the EU's Land Use and Forestry Regulation 2021-2030 is mentioned. Effective monitoring of Peatlands should be required in the implementation of the RSES. • Better connection between ecosystem services and natural capital to best articulate its definition. • Several issues raised regarding the carrying capacity of SACs and SPAs, what it means and how it can be addressed. • A need for full environmental assessment on the impacts of greenways and blueways as they are a concern for disturbance. These assessments can then be used to inform the development of plans and projects. • Concerns over Appropriate levels of environmental assessment for: new school facilities, new homes in towns and villages, fishing and farming in Gaeltacht areas and renewable energy (concerns about positive assumptions). • Clarify and strengthen narrative surrounding role of Key Towns and networks as regional centres. • Local/community energy networks and community energy projects needs should be identified. Identify needs and how they underpin local sustainability and resilience. • More support for initiatives for local and community renewable energy networks. • A wider range of public transport options as networks and support for regional networks of green and blueways. • Identification of additional networks such as tourist trails. • Strengthen objectives for compact growth by setting principles and guidance e.g. frequent and accessible public transport networks. | <ul style="list-style-type: none"> • See RPO 88 (former RPO 86): National Mitigation Plan and National Adaptation Framework. The narrative of Chapter 5 has also been strengthened to address the urgency of climate change and actions required under the Climate Action Plan 2019. • RPO 1 Environmental Assessment (b) The RSES seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region. • See RPO 53 (former RPO 51) Tourism & RPO 54 (former RPO 52) Tourism and the Environment • See River Basement Management Plans, RPO 121 (former RPO 115) Effective Collaboration to Implement River Basin Management Plans and Water Framework Directive • See RPO 88 (former RPO 86): National Mitigation Plan and National Adaptation Framework. • RPO 104 (former RPO 100) Energy Storage and Carbon Capture • See Chapter 5 RPO 110 (former RPO 107) Ecosystem Services, RPOs 124-125 (former RPOs 118-119) for Green Infrastructure Corridors, RPO 126 (former RPO 120) Biodiversity and RPOs 111-112 (former RPOs 124-125) for Water Resources and Water Quality. • Clarity on the carrying capacity is provided in the NIR prepared post consultation • See RPO 201 (former RPO 193) National Trails, Walking Routes, Greenway and Blueway Corridors • See RPO 1 and RPO 196 (former RPO 188) Gaeltacht. • See Chapter 3: People and Places. • See RPO 221 (former RPO 213) Renewable Energy Generation and Transmission Network • See Chapter 6 Connectivity • See RPO 53 (former RPO 51) Tourism & RPO 54 (former RPO 52) Tourism and the Environment • See Chapter 6; MASPS; RPO 164 (former RPO 156): Metropolitan Area Transport Strategies |

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| Issue Raised | How this has been addressed in the RSES |
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| <ul style="list-style-type: none"> • Regional Transport Strategy: better guidance such as more innovation into integrated transport networks and clear targets. • Agricultural intensification not fully addressed under natural capital. Measurable actions should integrate food production, production networks and reduced pollution. • Underuse of communications networks and need for sharing of networks (digital connectivity). • Seeking investment and initiatives for smart transport networks. More emphasis on the importance of these smart networks. • Needs of community energy networks to be identified. • Need to recognise the development of thermal networks. Potential for biomass and biogas resources should be utilised. • Concern over emphasis given to gas networks regarding support for clean natural gas. Could undermine support for wind and solar. | <ul style="list-style-type: none"> • See RPO 58 (former RPO 56) Bio-economy and Rural Areas, which refers to sustainable. • See RPO 29 (former RPO 27) Rural Settlement Networks and MASP objectives on connectivity. • See RPO 102 (former RPO 98) Energy Research Funding • See RPO 221 (former RPO 213) Renewable Energy Generation and Transmission Network |

5.4 Key Issues Raised in Public Consultation on the Material Amendments to the Draft RSES

At the SRA meeting of 10th May 2019, the submissions from the consultation period on the draft RSES and environment reports were considered and the members agreed to make the Strategy subject to 145 proposed Material Amendments.

It was deemed that a number of these amendments were material and as such, would require environmental assessment (under SEA and AA), in order to determine if significant impacts would arise as a result of their inclusion. The amendments were also subject to a further public display period in accordance with the requirements of section 24(8) of the Planning and Development Acts 2000 (as amended). There were amendments proposed including to the growth and settlement strategy, economy, environment and climate, connectivity, infrastructure, quality of life and placemaking chapters. The resulting *Proposed Material Amendments to the Draft Regional Spatial and Economic Strategy* Report was put on public display between 12th September and 11th October 2019 along with the accompanying SEA and AA documentation entitled *Environmental Reports*. **Appendix B** to this SEA Statement contains the environmental assessment material which supported the amendment stage of the RSES.

A total of 96 submissions were received on the proposed material amendments. These included submissions from members of the public, government bodies, voluntary and industry groups and statutory consultees. Submissions received from the consultees for SEA are summarised in **Table 5.6**. Other environmental issues raised are summarised in **Table 5.7**.

The submissions received were reviewed and responded to in the Director's Report on Proposed Material Amendments [available on SRA website at <https://www.southernassembly.ie/regional-planning/public-consultation>]. A series of recommendations in relation to the proposed material amendments were made i.e. to accept or reject them. These recommendations were considered by the regional assembly and considered by the SEA and AA teams prior to making of the final RSES. **Appendix B** to this SEA Statement contains the environmental assessment material which supported the amendment stage of the RSES. At the meeting of the SRA of 29th November 2019, the Members of the Regional Assembly agreed to make the Regional Spatial and Economic Strategy for the Southern Region, on the 31st January 2020, in accordance with section 24(9) of the Planning and Development Act 2000 as amended.

5.4.1 Submissions from Statutory Consultees

Table 5.6: Material Amendments - Summary of Environmental Issues from the Statutory Consultees

| Consultee | Issue Raised | How this has been addressed in the RSES |
|---|--|--|
| <p>Environmental Protection Agency (EPA)</p> | <ul style="list-style-type: none"> Develop a regional biodiversity plan and support for protection of ecological corridors as part of tourism and amenity related initiatives. Incorporate climate action plan 2019 into regional policy objective Consideration for the capacity the environment can absorb additional development. As part of tourism and related amenities it is recommended to protect, maintain and enhance ecological corridors as well as protect sites and species. Requires consideration of SEA, habitats, Water Framework, EIS and floods directives. Recommendation that RSES have a high level of integration and coordination between land use and transportation. RSES should note the importance of working towards a more sustainable future for those living in one off housing – due to increased greenhouse gas emissions. Support a recommendation to prepare an integrated framework plans for the Cork Harbour and Waterford Harbour areas. Recommend including reference to new guidance for Planning Authorities on River Basin Management Plan Objectives (currently being prepared by DHPLG) Recommendation that nature-based and natural water retention measures should be taken to help alleviate flooding. It is recommended that developments are infrastructure led (water, services etc). to help meet future growth targets set in RSES. Amendment 114 - The Noise Action Plan for Cork County should be taken into account in relation to the noise related aspects. Limerick Shannon MASP Obj. 6 - consider cumulative effects from multiple developments. MA4 – support the removal of text 'early delivery'. MA8 Local authorities should target growth for each key town of 30% - clarifying a max and min growth target. MA11 – review Ennis 2040 to ensure it aligns with NPF. MA13 - clarify what type of sporting facilities are proposed in Thurles and these have been considered in the SEA. | <p>The issues raised are addressed in the responses for the Draft RSES and have been integrated into regional policy objectives and the narrative of the RSES, as outlined in Table 5.4. In summary:</p> <p>Regional Biodiversity Plan</p> <ul style="list-style-type: none"> RPO 126 (former RPO 120) Biodiversity <p>Climate Action Plan 2019</p> <p>The narrative of the RSES in Chapter 5 is strengthened with specific sections for climate action and transition to a low carbon economy. The RSES supports the measures outlined in the Climate Action Plan 2019. Further:</p> <ul style="list-style-type: none"> RPO 89 (new at MA stage former RPO E) Building Resilience to Climate Change and RPO 90 (new at MA Stage former RPO F) Regional De-carbonisation address the issue. <p>Tourism and the Environment</p> <ul style="list-style-type: none"> The issue is addressed through RPO 54 (former RPO 52) Tourism and the Environment. <p>Land Use and Transportation</p> <ul style="list-style-type: none"> The issue is addressed through RPO 151 (former RPO 146) Integration of land use and transport integration. <p>Integrated Framework Plans for Harbour Areas</p> <ul style="list-style-type: none"> The issue is addressed through RPO 79 (former RPO 77) Shannon Estuary and Other Harbour Plans. <p>River Basin Management Plans</p> <ul style="list-style-type: none"> The issue is addressed through RPO 121 (former RPO 115) Effective Collaboration to Implement River Basin Management Plans and Water Framework Directive, RPO 123 (former RPO 117) River Basin Management Plan and Spatial Planning. <p>Nature-Based and Natural Water Retention Measures</p> |

| Consultee | Issue Raised | How this has been addressed in the RSES |
|-----------|--|---|
| | <ul style="list-style-type: none"> MA16 Development of sensitive land near the River Barrow, requires caution due to crayfish plague, it is essential to include this as a key consideration for any new developments to avoid spreading. Also consideration of flooding and buffer zones is required to avoid impacts on designated habitats and protected species. MA21 -support for recommendation to review word 'local from objective. MA23&30 – recommend including commitment that Construction Environmental Management Plans be prepared as required. MA40 - recommend development of decarbonisation plan is done within lifetime of strategy. MA45 Support initiatives for energy and carbon storage through planting native trees, which will help protect biodiversity as well as climate mitigation. MA58 Clarify what 'low carbon international connectivity' is and how it will support national policy commitments. MA60 – Regional Freight Strategy should take into account requirements of SEA and Habitats Directive also. MA61 – recommend expansion of ports is aligned with national orts policy take into account requirements of SEA and Habitats Directive also. Assembly should consider the need to align with national commitments on climate change mitigation and adaptation, as well as incorporating any relevant recommendations in sectoral, regional and local climate adaptation plans. Assembly should also ensure that the RSES is consistent with key relevant higher-level plans and programmes. Where further changes to the draft RSES are proposed, these should be screened for likely significant effects in accordance with SEA Regulations. MA13 - clarify what type of sporting facilities are proposed in Thurles and these have been considered in the SEA. It is worth noting that the River Barrow is currently impacted with a crayfish plague, which should also be considered in any proposed developments to avoid spreading it to other areas. Development should be zoned appropriate to the level of flooding identified and appropriate setback and buffer zones need also be considered to avoid impacting designated habitats and protected species. Compliance with Water Framework Directive River Basin Management Plan water quality objectives should also be key considerations. MA 23 & 30 RPO C & D– we support the SEA recommendation that construction and operational impacts arising from infrastructure development proposed be | <ul style="list-style-type: none"> The issue is addressed through RPO 116 (former RPO 111) Planning System and Flood Risk Management, RPO 117 (former RPO 112) Flood Risk Management and Biodiversity, RPO 122 (former RPO 116) Sustainable Drainage Systems (SuDS), RPO 124 (former RPO 118) Green Infrastructure RPO 218 (former RPO 210) Sustainable Urban Drainage (SUDs). <p>Infrastructure Led Growth</p> <ul style="list-style-type: none"> The issue is addressed through RPO 175 (former RPO 167) Infrastructure-led Plan, RPO 208 (former RPO 200) Irish Water and Water Supply, RPO 211 (former RPO 203) Irish Water and Wastewater. <p>Noise</p> <ul style="list-style-type: none"> The issue is addressed through RPO 131 (former RPO 127) Noise. <p>Regarding specific comments on material amendments, it is noted that for all RPOs in the RSES, Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <ul style="list-style-type: none"> The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes. Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network. At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
|-----------|--|---|
| | <p>subject to robust environmental assessment. Additionally, we recommend including a commitment that construction and environmental management plans be required, as appropriate to ensure any necessary mitigation measures are established and implemented.</p> | <p>Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Comments on specific material amendments are as follows.</p> <p>MA4 The wording “early delivery of the M24” is removed from the final wording of RPO 6 (new at MA stage former RPO B): Collaboration between Metropolitan Areas.</p> <p>MA 8 This issue is addressed through the narrative of Section 3.5 Key Towns and final wording of RPO 11 (former RPO 9) Key Towns which states a) Local Authorities are supported in targeting growth of more than 30% for each Key Town subject to capacity analysis and sustainable criteria under Section 3.3 A Tailored Approach, RPO 2 Local Authority Core Strategies and the sustainable requirements under the following sub sections of RPO 9 Key Towns. The appropriate level of growth is to be determined by the Core Strategy of Development Plans.</p> <p>MA11 The final wording for RPO 13 (former RPO 14) Ennis and RPO 1 applies.</p> <p>MA 13 The final wording for RPO 21 (former RPO 16): Thurles and RPO 1 applies.</p> <p>MA 16 The final wording for RPO 14 (former RPO 19): Carlow and RPO 1 applies.</p> <p>MA 21 Regarding recommended mitigation for RPO 27 (former RPO 25) Rural, criteria for the assessment of rural housing will be set nationally through guidelines for consistency of approach. In addition, it is noted:</p> <ul style="list-style-type: none"> • RPO 27 (former RPO 25) Rural in support of strong rural communities seeks Core Strategies to identify areas under |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
|-----------|--------------|---|
| | | <p>string urban influence and to implement policies restricting unsustainable patterns of urban generated rural housing. This is in line with National Policy Objective 19.</p> <ul style="list-style-type: none"> • The need for single housing in the countryside will be projected and planned for sustainably in local authority’s overall Housing Need Demand Assessment Tool as part of the development plan process. This requirement under National Policy Objective 20 is supported by RPO 33 (former RPO 30) Housing Need Demand Assessment. • The RSES strongly supports sustainable regeneration of small towns and villages, including New Homes in Small Towns and Villages initiatives under RPO 26 (former RPO 24) Towns and Villages, which will support a sustainable alternative to one off rural housing. • RPO 172 (former RPO 164) Rural Transport in Chapter 6 supports strengthened public transport connectivity to service rural areas and provide better access to services between towns, villages and rural areas using public transport. • RPO 176 (former RPO 168) 10-Minute City and Town Concepts supports compact settlements where a range of community facilities and services are accessible by public transport, walking and cycling which supports a high quality of life alternative to one off rural housing. • RPO 216 (former RPO 208) Servicing of Rural Villages specifically seeks services in villages to provide a sustainable alternative to one-off housing in the countryside. <p>Further, through RPO 1, the RSES is explicit that any other plans or projects, including the development management process, will be subject to their own environmental assessments which will have regard to the necessary environmental legislation and protection of the environment and Natura 2000 Network in line with international, EU and national policy.</p> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
|-----------|--------------|---|
| | | <p>MA 23 The RPO encourages collaborative initiatives and does not identify specific projects. The narrative of Section 3.8 sets out the role for development plans to evolve priorities for networks further. RPO 30 (new at MA Stage former RPO C) Inter-Urban Networks as Regional Drivers of Collaboration and Growth, RPO 34 (former RPO 31) Regeneration, Brownfield and Infill Development and RPO 1 apply Further, lower tiered plans and development consent processes will require the appropriate detail for construction management plans.</p> <p>MA 30 The RPO encourages collaborative initiatives and does not identify specific projects. RPOs in Chapter 6, which integrate requirements for feasibility studies and the required level of environmental assessments, address projects for transport and ports that will enable economic collaboration along this strategic economic corridor. RPO 42 (new from MA stage former RPO D) Eastern Corridor and RPO 1 apply.</p> <p>MA40 The final wording of RPO 90 (new at MA Stage former RPO F) Regional De-carbonisation and RPO 229 Monitoring the Strategy (former RPO M) apply.</p> <p>MA45 The final wording of RPO 104 (former RPO 100) Energy Storage and Carbon Capture addresses the issue with specific inclusion of native tree planting</p> <p>MA58 The objective is overarching but importantly commits all the key components of the region’s transport assets, to improve international connectivity, inter-regional connectivity and local connectivity, to lower carbon modes. This is integrated through several RPOs including support for lower carbon fuel technology and electric vehicle charging infrastructure in Chapters 5 and 6. Examples of RPOs that will assist implementation of RPO 139 (new at MA Stage former RPO I) Low Carbon International Connectivity include RPO 141 (former RPO 136) Regional Freight Strategy, RPO 145 (former RPO 140) Regional Ports and Harbour Strategy, RPO 149 (former RPO 144) Regional Airport Strategy and RPO 229 Monitoring the Strategy (former RPO M).</p> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
|--|--|---|
| | | <p>MA60 The final wording of RPO 141 (former RPO 136) Regional Freight Strategy and RPO 1 applies.</p> <p>MA 61 The final wording of RPO 142 (former RPO 137) Ports and RPO 1 applies.</p> |
| <p>Department of Culture, Heritage and the Gaeltacht (DCHG)</p> | <ul style="list-style-type: none"> Mitigation measures should be fully incorporated into the final RSES, ensuring high level of protection for the environment | <p>This is applied to relevant RPOs and specifically RPO 1.</p> |
| <p>Department of Agriculture, Environment and Rural Affairs (DAERA)</p> | <ul style="list-style-type: none"> RPO 90 – recommended additional wording. | <p>This is addressed through the wording of RPO 94 (former RPO 90): Decarbonisation in the Agricultural Sector which states:</p> <p><i>It is an objective to support initiatives that advance an approach to achieve carbon neutrality for agriculture and land-use that does not compromise sustainable food production through:</i></p> <p><i>(i) Programmes including the Green Low-Carbon Agri-environment Scheme (GLAS) and the Beef Data and Genomics Programme (BDGP) under Ireland’s Rural Development Programme 2014-20;</i></p> <p><i>(ii) Support for 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 to reduce GHGs as well as adaptation measures. The All-of-Ireland Government Plan on Climate Action and Ag-Climateise will guide action in this area.</i></p> |
| <p>Department of Housing Planning and Local Government (DHPLG)</p> | <ul style="list-style-type: none"> Suggests revision of the key towns 30% population growth target. MA 4 New RPO B (also MA 24, 73, 106) concerns towards the upgrade of N24 to M24 has a potential in the future however currently being in line with national transport, spatial development and public investment policy this upgrade should be removed. The Dept recommends removal of MA 85, concerns arose as the wording gives the assumption of lands and buildings associated with the university are suitable for enterprise and industry, which may not be the case and RSES should not be used for zoning land. | <p>Key Towns</p> <p>Regarding Key Towns, the strengthened narrative under Section 3.5 clarifies the tailored approach to the settlement hierarchy of the region and application of principles to determine the Key Towns in consultation with stakeholders. RPO 11 (former RPO 9) Key Towns also addresses the issue and states a) Local Authorities are supported in targeting growth of more than 30% for each Key Town subject to capacity analysis and sustainable criteria under Section 3.3 A Tailored Approach, RPO 2 Local Authority Core Strategies and the sustainable requirements under the following sub sections of</p> |

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| Consultee | Issue Raised | How this has been addressed in the RSES |
|-----------|--|--|
| | <ul style="list-style-type: none"> Reconsideration for the proposed extension to Limerick Shannon (MASP) boundary (MA 120) was requested, as it could <i>'significantly dilute the delivery of compact growth for Limerick Shannon area'</i>. | <p>RPO 9 Key Towns. The appropriate level of growth is to be determined by the Core Strategy of Development Plans.</p> <p>MA 4: The wording <u>"early delivery of the M24"</u> is removed from the final wording of RPO 6 (new at MA stage former RPO B): Collaboration between Metropolitan Areas. All associated references to early delivery of an M24 are removed from relevant RPOs including RPO 166 (former RPO 158): Investment in Strategic Inter Regional Multi-Modal Connectivity to Metropolitan Areas and Economic Corridors and Cork MASP Objective 4.</p> <p>MA 85: This is addressed in the final wording of RPO 184 (former RPO 176) TUSE and MTU which removes the wording <i>"development of associated land and buildings for associated enterprise and industry"</i>.</p> <p>MA 120 The boundary of the Limerick-Shannon MASP will not be extended and will align with the boundary as defined by the DHPLG Circular FPS04/2018 and document "Implementation Roadmap for the NPF".</p> |

5.4.2 Other Environmental Submissions

Table 5.7: Material Amendments - Summary of Environmental Issues for the SEA, AA and RFRA

| Issue Raised | How this has been addressed in the RSES |
|---|---|
| <ul style="list-style-type: none"> • SEA issues surrounding the inclusion of the sentence “central to the success of this collaborative approach is the early delivery of the M24”. Should be removed as it seeks early delivery of a project that has not undergone required processes. • Reference to prematurity of the term “local exceptional need” for Local housing until ministerial guidelines, SEA and AA provide a full consideration of the environmental issues. • Support for sustainable rural housing policy is premature until such time as the amended Ministerial guidelines relating to sustainable rural housing is made and the associated SEA/AA processes. • More support for SEA recommendations such as impacts arising from construction and operational impacts of infrastructure. • Lack of SEA assessment for the RSES to support increased airport capacity. Increased emissions are a concern. • SEA requirements should be taken into account for the Regional Freight Strategy. • Aviation greenhouse gas emission mitigation as a result of expansion not sufficiently addressed under the SEA process. • If Ireland is going to try meet the climate targets there is no space for aviation expansion. • MA 2 welcomes the context for the urgency of the climate crisis. Recommendation that the Assembly ensure three priority areas are reflected in RPOs. • MA20 welcomes the promotion of compact growth in towns and limit one off housing and linear sprawl. • Objectives relating to marine spatial planning should be clearly outlined following creation of marine protected areas - MA 36 • A commitment to ‘strict timetabling’ regarding the Regional Decarbonisation Plan for both existing and future targets. (MA40) • MA43 – The RPO relating to decarbonisation of agriculture does not focus on the emission reduction within the sector, this should be addressed as we’re in the midst of a climate crisis. The Southern region of Ireland has an opportunity to diversify and take leadership regarding food production with an aim to reduce beef and dairy production. • MA 41, 46, 100 welcomes the discontinuing of fossil fuels supporting the green renewable energy. However, concerns lie with the large-scale biogas plants, as the increases in | <ul style="list-style-type: none"> • The wording “early delivery of the M24” is removed from the final wording of RPO 6 (new at MA stage former RPO B): Collaboration between Metropolitan Areas. • See assessments of RPO 27 (former RPO 25). • The evolution of the draft RSES and have been part of an ongoing iterative assessment process. • See RPO 149 (former RPO 144) Regional Airport Strategy, which refers to the Airport Strategy being subject to environmental assessments. The RSES also encourages integrated land use planning and environmental protection. • See RPO 141 (former RPO 136) Regional Freight Strategy. • See RPO 139 (new at MA Stage former RPO I) Low Carbon International Connectivity. • noted • See RPO 90 (new at MA Stage former RPO F) Regional De-carbonisation • Refer to RPO 1 overarching principle on environmental protection. |

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| Issue Raised | How this has been addressed in the RSES |
|---|---|
| <p>nitrous oxide emissions from the soil and potential water pollution risk can also have devastating effects on the land i.e. habitat destruction (valuable carbon sinks).</p> <ul style="list-style-type: none"> MA49 suggests the creation of a targeted and timetabled regional plan which should address the biodiversity crisis. MA 61 Sustainable transporting freight could be achieved by reopening a redundant rail connect at Foynes. In terms of port expansion both Moneypoint and Cahiracon have been deemed unsuitable due to protected status or access issues. Prioritise smarter travel framework which will help encourage more cycling and walking to reduce car dependency. MA68 Traffic demands on Cork-Limerick motorway cannot justify upgrading to the unsustainable approach leading to higher car dependency from longer commute distance. | <ul style="list-style-type: none"> Noted. See RPO 126 (former RPO 120) Biodiversity See RPO 142 (former RPO 137) Ports, which refers to sustainable development at Money point and Cahiracon. See Chapter 6 on Connectivity and related RPOs such as RPO 157 (former RPO 152): Local Transport Plans (LTP) |

Table 5.8: Material Amendments - Summary of Other Key Environmental Issues

| Issue Raised | How this has been addressed in the RSES |
|--|--|
| <ul style="list-style-type: none"> The Regional Freight Strategy and Airport Strategy should take account of the requirements of SEA and the Habitats Directive. Support enhancement of biodiversity such as initiatives for native tree planting in respect of Energy Storage Carbon Capture. Recommendations for the creation of a targeted and timetabled regional plan to address biodiversity loss. Development of a Regional Biodiversity Action Plan. Better management and restoration of peatlands should be emphasised and highlighted in general. Objective formation for Development Plans regarding the protection of European sites and Natural Heritage Areas. Proposed developments along the Barrow should consider preventative measures to avoid further spreading of the crayfish plague. Compliance with WFD objectives is key as are environmental assessments. Inadequate addressing of and concern for emission reduction in the agricultural sector. Further leadership should be taken by the southern region regarding climate mitigation. More support for SEA recommendations such as impacts arising from construction and operational impacts of infrastructure and robust environmental assessments. | <ul style="list-style-type: none"> See RPO 141 (former RPO 136) Regional Freight Strategy. RPO 104 (former RPO 100) Energy Storage and Carbon Capture. See RPO 126 (former RPO 120) Biodiversity and in particular point d. See RPO 1 (which requires EclA) and RPO 14 (former RPO 19): Carlow See RPO 88 (former RPO 86): National Mitigation Plan and National Adaptation Framework and Chapter 5 which address the urgency of climate change and actions required under the Climate Action Plan 2019. See RPO 1. Also, the evolution of the draft RSES and have been part of an ongoing iterative assessment process. |

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| Issue Raised | How this has been addressed in the RSES |
|---|---|
| <ul style="list-style-type: none">• Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate EIA, SEA and AA processes.• Greater emphasis on the importance of working toward sustainability for those living in one-off housing. | <ul style="list-style-type: none">• See RPO 1 and RPO 11 (former RPO 9), which include these requirements.• See assessments of RPO 27 (former RPO 25). |

6 PREFERRED SCENARIO AND REASONS FOR CHOOSING

6.1 Introduction

The consideration of alternatives is a requirement of the SEA Directive (2001/42/EC). It states under Article 5(1) that:

Where an environmental assessment is required under Article 3(1), an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated. The information to be given for this purpose is referred to in Annex I.

Annex 1 (h) of the Directive clarifies that the information to be provided on alternatives under Article 5(1) is *inter alia* an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information. Article 9 of the Directive requires that a statement shall be prepared providing information on the reasons for choosing the plan as adopted, in the light of the other reasonable alternatives dealt with.

Annex 1 (f) details the environmental topics to be considered in the evaluation of the alternatives, which is the same as that addressed in the assessment of the plan itself: biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.

In summary, the Directive emphasises that the SEA process must consider alternatives that are “reasonable”, and take into account “the objectives” of the plan, and “the geographical scope of the plan”.

6.2 Approach to Alternatives for the Draft RSES

From the outset it has to be recognised that some strategic alternatives have already been considered and decided upon as part of the higher level planning already undertaken for the NPF. These higher level decisions have set the framework for the RSES to follow. As such the Eastern and Midlands RSES is being formulated in the context of: regional parity for the EMRA, NWRA and SRA; regional concentration toward cities and some regionally important larger settlements; a focus on contained growth and reduced sprawl by targeting infill and brownfield lands in existing built-up areas; and sequential provision of infrastructure with some critical infrastructure in place to promote investment. This high level direction is presented in the NPF as the most sustainable approach to growth patterns.

Good practice points to the need to consider a hierarchy of alternatives which can include elements of discrete alternatives (one alternative versus another) and/or more scenario-driven. Thematic alternatives may also be explored to address specific issues flagged through baseline development. In all cases however, the EPA 2015 guidance on developing and accessing alternatives in SEA stresses the need for alternatives to be: realistic; reasonable; viable; and implementable.

Alternatives discussions were undertaken at two workshops between the RSES Team and the SEA Team in March and July 2018. At these workshops a number of alternative types were discussed with a view to identifying and assessing reasonable alternatives for the EM RSES. A summary of the alternative types discussed is presented in **Table 6.1**.

Table 6.1: Alternatives Discussed for the draft Southern RSES

| Alternative Type | Alternatives Discussed for Southern RSES |
|---|--|
| Strategic | Consolidated urban growth has been identified in the NPF as the preferred national policy approach and this strategic approach has set the framework for the RSES. |
| Spatial | Alternative locations for the implementation of RSO relevant to the regional level include: <ul style="list-style-type: none"> • Polycentric vs monocentric growth patterns • Ribbon vs node development • Site-based alternatives in context of flooding, conservation areas, and contamination • MASP site options for economy/ employment/ residential • Settlement strategy for economy/ employment/ residential |
| Value and Effects Orientated | Key issues which were identified in feedback from both the RSES issues paper and the SEA scoping report which address policy and stakeholder priorities include: <ul style="list-style-type: none"> • Climate change and climate resilience • Circular economy and better use of natural resources • Nature-based and ecosystem services • Energy security • Better alignment of services with population growth, residential development and economy |
| Sectoral and Temporal Prioritisation | Alternatives that look at sectoral feasibility and needs were identified as those relating to: <ul style="list-style-type: none"> • Alignment of services with population growth, residential development and economy • Strategic infrastructure delivery timelines |
| Modal Alternatives | Different technical/mode alternatives to achieve the same objective include: <ul style="list-style-type: none"> • Renewable energy options • Transport modes |

Based on these discussions, SRA identified two key areas for further consideration. These key areas are:

- Transport Strategy Alternatives; and
- Alternative Strategic Growth Locations

6.2.1 Transport Strategy Alternatives

Transport Strategy Consideration of Alternatives: Transport and High Quality International Connectivity

| Option 1 | Option 2 | Option 3 |
|--|---|--|
| Public Transport/ Sustainable Travel | Road Network | Multi-modal |
| i. Focus on improving public transport networks and sustainable travel solely, focusing on larger urban centres. ii. Place maximum emphasis on sustainable travel. iii. Seek to maximise land use and transport integration where population and employment growth is targeted to be concentrated. iv. Includes for an increase in the use of infill or brownfield sites and compact urban forms within existing urban settlements. | i. Focus on improving the road networks solely, ii. Less emphasis on public transport and sustainable networks. iii. Concentrate on the inter-regional and intra-regional road connections as a primary focus. iv. Less emphasis on public transport investment in larger centres of scale. v. Does not support compact urban forms in urban settlements. | i. Focus on integrated and multi-modal approach to the region’s transport networks including regional road networks, public transport improvements and sustainable travel modes. ii. Seek to balance the need for more sustainable travel networks in Metropolitan Areas and larger settlements where population growth and employment growth will concentrate. iii. Seek to invest in inter-regional and intra -regional public transport networks, cycling and |

| Option 1 | Option 2 | Option 3 |
|---|----------|--|
| v. Retain the existing national and regional road network in its present condition. | | walking (including regional greenways and blueways and investment). iv. Investment in the road network advocated to support public transport (regional and rural bus public transport), economic movement of people and goods between port and airport gateways and to improve journey times. |

6.2.1.1 Option 1: Public Transport / Sustainable Travel: Focus on improving public transport networks and sustainable travel solely, focusing on larger urban centres

This scenario would place maximum emphasis on sustainable travel, seeking to maximise land use and transport integration where population and employment growth is targeted to concentrate the most. The scenario would retain the existing national and regional road network in its present condition.

| Key* | BFF | PHH | LS | W | AQ | CF | MA | CH | LandS |
|--|-----|-----|----|---|-----|-----|-----|-----|-------|
| Option 1: Public Transport/ Sustainable Travel | +/- | + | + | + | +/- | +/- | +/- | +/- | +/- |

*Key: BFF – Biodiversity, Flora and Fauna; PHH – Population, Human Health; W- Water; LS- Land and Soils; AQ – Air Quality; CF – Climatic Factors; MA – Material Assets; CH – Cultural Heritage; LandS – Landscape

Assessment: This option would have positive impacts for PHH and MA as growth would be focussed on larger urban settlements making public transport services more feasible, thereby reducing private car usage, improving journey times and connectivity. In addition this option would allow compact urban forms which in turn will also allow for improvements in other servicing. Indirect positive impacts would be anticipated for BFF, SG and W as a result. Furthermore, a focus on concentrated growth in urban centres to facilitate public transport/ sustainable travel will reduce the need for private car-based journeys with positive effects for AQ and CF in particular as a result of reduced traffic emissions but also indirectly for BFF, W and CH. The concentration of people in urban centres/ areas also offers greater potential to integrate other interrelated measures such as district heating, walking and cycling networks which will have direct positive impacts for CF. There is also potential to have indirect negative impact on AQ and CF without investment to facilitate economic movement along the State’s Ten-T routes as freight movements will continue to add congestion and erode the environment and quality of life for urban centres along the existing national road network. Furthermore private vehicles will continue as the main transport mode outside of urban centres and there will be no investment in provision of infrastructure such as electric charging stations and move towards sustainable modes of transport within these areas having indirect negative effects on AQ and CF.

There will also be negative effects in relation to PHH and MA as more rural or less densely populated areas will not receive any upgrade to existing transport networks or services acting as a barrier to connectivity to other centres and hindering regeneration of these areas.

The public transport / sustainable travel option promotes concentrated population centres which also includes for an increase in the use of infill or brownfield sites within the built-up envelope of existing urban settlements. Whilst development on brownfield land is broadly positive insofar as it reduces the need for greenfield development (which may be an important community/ social asset in such cities), there is potential to encounter contaminated material that could indirectly impact on BFF, S and W through the remediation process. The volume and nature of the contamination will be an important factor to consider given the limited end-of-life solutions for some contaminated material.

An approach that focuses on compactness and concentration for our cities may also give rise to negative impacts on LandS and PHH through changing skylines and indirect impacts from overshadowing caused by high-density development where significant building heights may be required. There is also likely to be positive indirect impacts to LandS due to limitations to growth outside of urban centres due to lack of transportation infrastructure. There may be negative impacts on LandS as a result of more intensive development within urban centres given the lack of transport services within smaller rural settlements and within rural areas.

There is also the potential to impact negatively on CH if city growth is not sensitive to the existing archaeological, architectural and cultural heritage associated with the identified cities. Comparatively should all growth be centred within urban settlements to cater for this scenario there is potential for both positive and negative effects on CH within rural areas and settlements. Given that development will be limited outside of urban settlements, there is less potential to disturb CH and archaeological artefacts outside of these areas, however at the same time there will be limited opportunities for restoration and preservation of cultural heritage having an indirect negative effect.

6.2.1.2 Option 2: Road Network: Focus on improving the road networks solely, with less emphasis on public transport and sustainable networks

This scenario would concentrate on the inter-regional and intra-regional road connections as a primary focus, with less emphasis on public transport investment in larger centres of scale.

| Key* | BFF | PHH | LS | W | AQ | CF | MA | CH | LandS |
|------------------------|-----|-----|----|-----|----|----|-----|-----|-------|
| Option 2: Road Network | +/- | - | - | +/- | - | - | +/- | +/- | - |

*Key: BFF – Biodiversity, Flora and Fauna; PHH – Population, Human Health; W- Water; LS- Land and Soils; AQ – Air Quality; CF – Climatic Factors; MA – Material Assets; CH – Cultural Heritage; LandS – Landscape

Assessment: This option would have negative impacts for PHH and MA as this alternative would not support focussed growth with larger urban settlements making public transport services less feasible and would not allow for compact urban forms which in turn will not support improvements in other servicing within centres of population. Furthermore it would not support sustainable modes of transport outside of urban centres either. Indirect negative impacts would be anticipated for BFF, S and W as a result.

Without focused compact growth in urban centres to facilitate public transport / sustainable travel, this will increase the need for private car-based journeys with negative effects for AQ and CF in particular but also indirectly for BFF, W and CH. This alternative does not lend itself towards the concentration of people in urban centres / areas and therefore would not support interrelated measures such as district heating, walking and cycling networks which will have direct negative impacts for CF.

Under this scenario, there will however be direct positive impacts on PHH in that this scenario will facilitate links between inter urban areas and will support investments in roads supporting economic investment and employment areas. This alternative does not however make the best use of land resources in supporting compact urban form and supports the use of private car usage which has negative impacts on AQ and CF. This alternative could be made more sustainable should the move towards electric vehicles be supported on the road network as part of this option. There will however be some indirect positive impacts to AQ and CF as a result of investment to facilitate economic movement along the State's Ten-T routes supporting freight movements, which is otherwise congesting the existing substandard road network where train freight movement is not available.

In time this alternative is thought to continue to add congestion and erode the environment and quality of life for urban centres due to the use of private vehicles. Given that this alternative does not support public transport / sustainable travel options it does not support concentrated population centres and the use of infill or brownfield sites within the built-up envelope of existing urban settlements.

There is also likely to be negative impacts to LandS due to growth outside of urban centres due to lack of transportation infrastructure.

There is also the potential to impact negatively on CH due to the development of new road networks if not sensitive to the existing archaeological, architectural and cultural heritage assets.

6.2.1.3 Option 3: Multi Modal: An integrated and multi-modal approach to the region’s transport networks considering regional road networks, public transport improvements and sustainable travel modes

This scenario would balance the need for more sustainable travel networks in Metropolitan Areas and larger settlements where population growth and employment growth will concentrate. It would also invest in inter-regional and intra -regional public transport networks, cycling and walking (including regional greenways and blueways and investment). Investment in the road network is also advocated to support public transport (regional and rural bus public transport), economic movement of people and goods between port and airport gateways and to improve journey times.

| Key* | BFF | PHH | LS | W | AQ | CF | MA | CH | LandS |
|-----------------------|-----|-----|-----|-----|----|----|----|-----|-------|
| Option 3: Multi-modal | + | +/- | +/- | +/- | + | + | + | +/- | +/- |

*Key: BFF – Biodiversity, Flora and Fauna; PHH – Population, Human Health; W- Water; LS- Land and Soils; AQ – Air Quality; CF – Climatic Factors; MA – Material Assets; CH – Cultural Heritage; LandS – Landscape

Assessment: Option 3 would balance the need for more sustainable travel networks in Metropolitan Areas and larger settlements where population growth and employment growth will concentrate. This allows growth to be focussed in the principle cities which can have positive impacts for BFF, S, W, CH and LandS as growth is principally focused in existing urban envelopes and not on greenfield sites. It would also invest in inter-regional and intra -regional public transport networks, cycling and walking (including regional greenways and blueways and investment) which will have positive impacts on PHH. Investment in the road network is also advocated to support public transport (regional and rural bus public transport), economic movement of people and goods between port and airport gateways and to improve journey times.

The focus of growth in cities has potential for both positive and negative effects. From a positive perspective, it affords greater opportunity to deliver services efficiently, a positive for MA, and reduce the potential for cumulative impacts from one off and piecemeal delivery of disjointed water, energy and telecoms infrastructure. Furthermore, a focus on cities allows for greater focus and spending on public transport, reducing the need for private car-based journeys with positive effects for AQ and CF in particular but also indirectly for BFF, W and CH.

The concentration of people in city areas also offers greater potential to integrate other interrelated measures such as district heating, walking and cycling networks which will have direct positive impacts for CF. An approach that focuses on compactness and concentration for our cities may also give rise to negative impacts on LandS and PHH through changing skylines and indirect impacts from overshadowing caused by high-density development where significant building heights may be required. There is also likely to be negative impacts to L due to creation of new road networks.

There is also the potential to impact negatively on CH if city growth is not sensitive to the existing archaeological, architectural and cultural heritage associated with the identified cities.

Under this scenario, there will also be direct positive impacts on PHH in that this scenario will facilitate links between inter urban areas and will support investments in roads supporting economic investment and employment areas. There will be some indirect positive impacts to AQ and CF as a result of investment to facilitate economic movement along the State’s Ten-T routes supporting freight movements, which is otherwise congesting the existing substandard road network where train freight movement is not available.

There is also the potential to impact negatively on CH if development of new multimodal networks is not sensitive to the existing archaeological, architectural and cultural heritage associated with the identified cities. Comparatively should all growth be centred within urban settlements to cater for this scenario there is potential for both positive and negative effects on CH within rural areas and settlements.

6.2.2 Alternative Strategic Growth Locations

| Option 1 | Option 2 | Option 3 |
|--|---|---|
| Select Settlements of 20,000+ as Strategic Growth Locations | Select Settlements of 10,000+ as Strategic Growth Locations | Apply criteria to determine Strategic Growth Locations |
| <ul style="list-style-type: none"> Build on critical mass within existing larger centres of scale as engines of growth. Focus regional investment into a smaller number of growth locations, prioritise spending in concentrated areas. Allow flexibility for LA core strategies to determine the role of other settlements | <ul style="list-style-type: none"> Build on critical mass within existing medium-larger centres of scale as engines of growth. Focus regional investment into a smaller number of growth locations, prioritise spending in concentrated areas. Allow flexibility for LA core strategies to determine the role of other settlements | <ul style="list-style-type: none"> Apply criteria which include jobs: resident workers ratio and consider functional area analysis to show the role of settlements to determine Strategic Growth Locations |

| Key* | BFF | PHH | W | LS | AQ | CF | MA | CH | LandS |
|-----------------|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| Option 1 | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Option 2 | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Option 3 | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- |

*Key: BFF – Biodiversity, Flora and Fauna; PHH – Population, Human Health; W- Water; LS- Land and Soils; AQ – Air Quality; CF – Climatic Factors; MA – Material Assets; CH – Cultural Heritage; LandS – Landscape

Assessment: Options 1 & 2 select settlements on the basis of their population size only. A focus on a small number of large settlements brings potential for both positive and negative impacts on the environment. While consolidated growth offers the greatest opportunity to align services with population and economy, if the existing services do not have capacity then there is potential short to medium term negative impacts until capacity and demand are properly aligned. Inadequate services would have significant negative effects on W; BFF and LS in particular as a result of potential for pollution events. Additional pressure on water supplies would also be anticipated and this is notwithstanding the additional pressures that the water supply system for the region is likely to come under as a result of future extreme weather events such as the low precipitation levels experienced in Summer 2018. A lack of available water supply would have significant negative impacts for PHH in particularly but also MA where tourism, agriculture, industry and FDI rely on a safe and secure supply of water. Consolidation of population in a small number of settlements can also have indirect impacts on the natural and built environment as a result of increased recreation needs particularly where such settlements are located in close proximity to European sites which are sensitive to disturbance.

Consolidation of population in a small number of settlements (Option 1) could also have negative impacts on PHH as it leads to spatial imbalances leaving many parts of the rural region remote from access to a service centre driving the hinterland economy. This in turn would have negative impacts on MA as a result of issues with local employment growth and increased commuting thereby leading to negative impacts on CF and AQ. Expecting large sections of the region to travel long distances for key services would erode quality of life for rural communities.

Option 3 relies on the assessment of a number of criteria to select growth locations. This is likely to produce the greatest socio-economic benefits where a number of self-sustaining growth settlements are identified that have the potential to grow in a sustainable manner while minimising impacts on the receiving environment. This requires settlements to be fully aligned with services capacity in the timelines proposed for the growth to be achieved. It is recognised that some settlements may have a number of positive attributes such as existing availability of good transport links, including public transport but may be lacking other service capacity. In those circumstances, phased growth would need to be applied to ensure that the services capacity is delivered in tandem or in advance of growth.

6.3 Preferred Alternative and Reasons for Choosing

The preferred alternative under the Transport Strategy Alternatives is Option 3 as it allows for more sustainable travel networks in Metropolitan Areas and larger settlements along with support in inter-regional and intra-regional public transport networks.

The preferred alternative under the Alternative Strategic Growth Locations is Option 3 as it selects settlements that can sustainably grow rather than selecting settlements based on their population size only.

7 MEASURES TO MONITOR SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE IMPLEMENTATION OF THE ADOPTED RSES

7.1 Introduction

Article 10 of the SEA Directive requires that monitoring be carried out in order to identify, at an early stage, any unforeseen adverse effects due to implementation of a plan, and to be able to take remedial action. Monitoring is carried out by reporting on a set of indicators, which enable positive and negative impacts on the environment to be measured. The environmental indicators of relevance to the plan were identified from the SEA process. These will be used to identify unforeseen adverse effects from implementation of the plan.

7.2 Responsibility for Monitoring

It is the responsibility of SRA to coordinate the monitoring of their plan however it is acknowledged that SRA will, to a large extent, rely on existing monitoring programmes managed by other agencies such as the EPA. It remains the responsibility of SRA to liaise with these data holders to get the data (such as the EPA, DHPLG, individual local authorities etc.) and to ensure that monitoring reports prepared to report on the status of each indicator presented in **Table 7.1**.

The regional assembly is required, every 2 years, to prepare a monitoring report to monitor progress made in implementing the Strategy including progress made in securing the overall objectives of the regional spatial and economic strategy. These obligations stem from the Planning and Development Act 2000 (as amended). As part of reporting obligations under Art. 10 of the SEA Directive, SRA will, at the same time as the RSES implementation monitoring, prepare an SEA monitoring report on the defined indicators presented in **Table 7.1**. This will be made available to the public.

It is acknowledged that remediation of any unforeseen effects is likely to require a more integrated response across departments and agencies to fully establish the correct regional policy response should such effects be identified.

7.3 Sources of Information for Monitoring

Monitoring will focus on aspects of the environment that are likely to be significantly impacted by the plan. Where possible, indicators have been chosen based on the availability of the necessary information and to show changes that would be attributable to implementation of the plan. **Table 7.1** presents the environmental monitoring and reporting programme to track progress towards achieving SEOs and reaching targets and includes sources of relevant information.

It is considered good practice to use existing monitoring programmes where relevant rather than duplicating. For example, the EPA undertakes extensive water monitoring which can be readily used by SRA to monitor their regional plan.

Table 7.1: Environmental Monitoring Programme

| Potential Issues for Plan Implementation | Monitoring Requirement | Remedial Actions |
|---|--|--|
| Biodiversity, Flora and Fauna Guiding Principle: No net contribution to biodiversity losses or deterioration | | |
| <p>The SEA and AA for the SRA RSES has identified the following key areas of potential regional concern for BFF:</p> <ul style="list-style-type: none"> • Mainstreaming of biodiversity in lower tier plans to ensure cascading protection down to project level. • Visitor pressures from economic development of tourism sector in the region and from recreational activities associated with growth strategy. • Coastal squeeze resulting from focus of settlements along coastlines, along with counter pressures from the growing marine sector. • Deterioration of supporting environmental factors, especially water quality, as a result of combined economic and settlement strategies. | <p>It is proposed to monitor the following indicators to establish both the effectiveness of the protection policies already incorporated into the RSES and also any unforeseen effects:</p> <ul style="list-style-type: none"> • Condition of European sites [data source: NPWS (6 yearly reporting)]. • Number of spatial plans that have included ecosystem services content, mapping and policy to protect ecosystem services when their relevant plans are either revised or drafted [data source: Local authorities]. • Roll out of SEA and AA on key regional tourism strategies and developments, notably the Wild Atlantic Way (WAW), Ireland’s Ancient East and Ireland’s Hidden Heartlands [data source: Fáilte Ireland]. • Status of water quality in the regions water bodies [data source: EPA]. | <ul style="list-style-type: none"> • Where condition of European sites is found to be deteriorating this will be investigated with reference to the DCHG, and the DHPLG for water and the corresponding local authority to establish if the pressures are related to RSES actions/ activities. A tailored response will be developed in consultation with these stakeholders in such a circumstance. • Where water bodies are failing to meet at least good status this will be investigated with reference to the DHPLG Water Section, the EPA Catchment Unit, the relevant local authorities, and as relevant Irish Water to establish if the pressures are related to RSES actions/ activities. A tailored response will be developed in consultation with these stakeholders in such a circumstance. |
| Population & Human Health Guiding Principle: Improve quality of life for all ages and abilities based on high-quality, serviced, well connected and sustainable residential, working, educational and recreational environments. | | |
| <p>The SEA for the SRA RSES has identified the following key areas of potential regional concern for PHH:</p> <ul style="list-style-type: none"> • Phasing of services in parallel with growth in cities, regional centres and key growth towns to ensure sustainable development. • Modal shift from private car to public transport and walking/ cycling particularly within the MASP area. • Increase by 20% proportion of the population undertaking regular physical activity. | <ul style="list-style-type: none"> • Programmed delivery of Irish Water infrastructure for all key growth towns in line with their prioritisation strategy and programme to ensure sustainable growth can be accommodated [source: Irish Water]. • Proportion of population within (i) the MASP area and (ii) the wider SR, who report regular cycling/ walking to school and work above 2016 CSO figures [source: CSO]. • Number of spatial plans that include specific green infrastructure mapping [data source: Local authorities]. | <ul style="list-style-type: none"> • Where planning applications in key growth towns are rejected due to insufficient capacity in the Wastewater treatment Plant (WwTP) or failure of the WwTP to meet Emission Limit Values (ELV), SRA will coordinate a response between the relevant Local Authority, EPA and Irish Water to achieve the necessary capacity. • Where proportion of population shows increase in private car use above CSO 2016 figures, SRA will coordinate with the DHPLG, DCCAE and NTA to develop a tailored response. |
| Water Guiding Principle: Protection, improvement and sustainable management of the water resource. | | |

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| Potential Issues for Plan Implementation | Monitoring Requirement | Remedial Actions |
|--|---|--|
| <p>The SEA and AA for the SRA RSES has identified the following key areas of potential regional concern for W:</p> <ul style="list-style-type: none"> • Deterioration in surface water quality as a result of economic and settlement strategies especially if development is not phased in line with carrying capacity. • Deterioration in marine water quality as a result of economic and settlement strategies. • Development pressure in areas prone to flooding e.g. Athlone. | <ul style="list-style-type: none"> • Status of water bodies as reported by the EPA Water Monitoring Programme for the WFD [data source: EPA]. • Indicators for descriptors as reported under Article 11 of the MSFD [source: DHPLG and Marine Institute (MI)]. • Number of new housing/ developments permitted within flood risk areas [data source: local authorities]. | <ul style="list-style-type: none"> • Where water bodies are failing to meet at least good status this will be investigated with reference to the DHPLG Water Section, the EPA Catchment Unit, the relevant local authorities, and as relevant Irish Water to establish if the pressures are related to RSES actions/ activities. A tailored response will be developed in consultation with these stakeholders in such a circumstance. • Where marine water bodies are failing to meet good ecological status this will be interrogated with the Marine Institute and the DHPLG to establish if the pressures are related to RSES activities. A tailored response will be developed in consultation with the MI and DHPLG in such a circumstance. • Where planning applications in key growth towns are rejected due to insufficient capacity in the Wastewater treatment Plant (WwTP) or failure of the WwTP to meet Emission Limit Values (ELV), SRA will coordinate a response between the relevant LA, EPA and Irish Water to achieve the necessary capacity. • Where planning applications in key growth towns are being permitted on flood zones, SRA will work with OPW to educate and inform the relevant local/ planning authority on the negative effects of the practice. |
| <p>Land and Soils Guiding Principle: <i>Ensure the long-term sustainable management of land.</i></p> | | |
| <p>The SEA and AA for the SRA RSES has identified the following key areas of potential regional concern for LS:</p> <ul style="list-style-type: none"> • Level of contamination in infill areas and appropriate disposal options. • Contamination of soils and waters and indirect impact on BFF as a result of infill policy. | <ul style="list-style-type: none"> • Proportion of population growth occurring on infill and brownfield lands compared to greenfield in each county and cumulatively in SR [data source: local authorities]. • Volume of contaminated material generated from brownfield and infill in each county and cumulatively in SR [data source: EPA waste licenses]. • Number of AA determinations and environmental assessments undertaken to support applications for brownfield and infill development prior to planning permission [data source: local authorities/ planning authorities]. | <ul style="list-style-type: none"> • Where the proportion of growth on infill and brownfield sites is not keeping pace with the targets set in the NPF and subsequently the RSES, SRA will liaise with the relevant local authority to establish reasons and coordinate actions to address constraints to doing so. |

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| Potential Issues for Plan Implementation | Monitoring Requirement | Remedial Actions |
|--|--|--|
| Air Quality Guiding Principle: <i>Support clean air policies that reduce the impact of air pollution on the environment and public health.</i> | | |
| <p>The SEA for the SR RSES has identified the following key areas of potential regional concern for AQ:</p> <ul style="list-style-type: none"> Increase in transport related air pollution in MASP and in key regional growth centres where modal shift does not accompany population growth and consolidation. | <ul style="list-style-type: none"> Proportion of journeys made by private fossil fuel-based car compared to 2016 National Travel Survey levels of 74% [data source: CSO]. NO_x, SO_x, PM₁₀ and PM_{2.5} as part of Ambient Air Quality Monitoring Programme (AAMP) [data source: EPA and DCCA]. | <ul style="list-style-type: none"> Where proportion of population shows increase in private car use above CSO 2016 figures, SRA will coordinate with the DHPLG, DCCA and NTA to develop a tailored response. See also entry under Population and human health above. |
| Climatic Factors Guiding Principle: <i>Achieving transition to a competitive, low carbon, climate-resilient economy that is cognisant of environmental impacts.</i> | | |
| <p>The SEA for the SRA RSES has identified the following key areas of potential regional concern for CF:</p> <ul style="list-style-type: none"> The regional policies for decarbonisation do not achieve emissions savings due to lack of / delay to delivery of support infrastructure such as renewable electricity sources, public transport network. Lack of public buy-in to modal shift. | <ul style="list-style-type: none"> City and county development plans will undergo an assessment of their impact on climate reduction policies. This will then be monitored by each local authority. SRA will monitor progress of each city and county DP towards achieving carbon reduction targets [data sources: each local authority]. Proportion of journeys made by private fossil fuel-based car compared to 2016 National Travel Survey levels of 74% [data source: CSO]. | <ul style="list-style-type: none"> Where trends toward carbon reduction are not recorded in the 2-year interim review of the RSES, SRA will liaise with the CARO Offices to establish reasons and develop solutions. Where proportion of population shows increase in private car use above CSO 2016 figures, SRA will coordinate with the DHPLG and NTA to develop a tailored response. |
| Material Assets Guiding Principle: <i>Sustainable and efficient use of natural resources</i> | | |
| <p>The SEA for the SRA RSES has identified the following key areas of potential regional concern for MA:</p> <ul style="list-style-type: none"> Phasing of services in parallel with growth in cities, regional centres and key growth towns to ensure sustainable development. Modal shift from private car to public transport and walking/ cycling particularly within MASP area. | <ul style="list-style-type: none"> Programmed delivery of Irish Water infrastructure for all key growth towns in line with Irish Water Investment Plan and prioritisation programme to ensure sustainable growth can be accommodated [source: Irish Water]. Proportion of population within (i) the MASP area and (ii) the wider NWR, who report regular cycling/ walking to school and work above 2016 CSO figures [source: CSO]. | <ul style="list-style-type: none"> Where planning applications in key growth towns are rejected due to insufficient capacity in the Wastewater treatment Plant (WwTP) or failure of the WwTP to meet Emission Limit Values (ELV), SRA will coordinate a response between the relevant LA, EPA and Irish Water to achieve the necessary capacity. Where proportion of population shows increase in private car use above CSO 2016 figures, SRA will coordinate with the DHPLG and NTA to develop a tailored response. |
| Landscape and Cultural Heritage Guiding Principles: <i>Protect and enhance the landscape character; and Safeguard cultural heritage features and their settings through responsible design and positioning of development.</i> | | |
| <p>The SEA for the SRA RSES has identified the following key areas of potential regional concern for LandS and CH. Impact of tourism growth on receiving environment including:</p> | <ul style="list-style-type: none"> Working with Fáilte Ireland, monitor roll out of key regional tourism strategies including but not limited to Ireland's Hidden Heartlands, which must be subject to SEA and AA prior to roll-out. This will ensure a strategy specific monitoring is also developed similar | <ul style="list-style-type: none"> Where monitoring reveals visitor pressure is causing negative effects on key tourist features along these routes, SRA will work with Fáilte Ireland and other stakeholders to address the pressures through additional mitigation tailored to the plans. |

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| Potential Issues for Plan Implementation | Monitoring Requirement | Remedial Actions |
|---|---|--|
| <ul style="list-style-type: none"> • Deterioration of habitats and disturbance of species from increased visitor numbers and increased access. • Deterioration of CH features from increased visitor numbers and increased access. • Introduction of new infrastructure to service increased visitor numbers and access leading to changes in landscape and visual. • Deterioration in air quality from increased access. • Deterioration in water quality from increased seasonal pressure in smaller towns and villages. | <p>to that already underway for the Wild Atlantic Way (WAW) strategy [data source: Fáilte Ireland].</p> <ul style="list-style-type: none"> • Lessons learned from WAW are being addressed in new strategies. | <ul style="list-style-type: none"> • Where new tourism strategies do not reflect evidence base and lessons learned from WAW, SRA will work with Fáilte Ireland to integrate learnings and mitigation. |

***Key:** BFF – Biodiversity, Flora and Fauna; PHH – Population, Human Health; W- Water; LS- Land and Soils; AQ – Air Quality; CF – Climatic Factors; MA – Material Assets; CH – Cultural Heritage; LandS – Landscape

8 CONCLUSIONS AND NEXT STEPS

The SEA and AA processes carried out during the preparation of the RSES have ensured that the potential significant environmental impacts associated with implementation of the plan have been identified and that these impacts have been given appropriate consideration. Consultation on the draft Plan, Environmental Report, NIR and RFRA has further contributed to the development and finalisation of the adopted RSES.

It is envisaged that monitoring and reporting of environmental impacts, both positive and negative, resulting from implementation of the RSES will continue over the course of the lifetime of the plan.

9 ADDENDUM TO THE ENVIRONMENTAL REPORT

9.1 Introduction

This is the addendum to the Environmental Report for the Southern RSES. This chapter serves two purposes: a) to provide clarification and/or additional information following comments in the submissions received during the consultation period on the draft RSES and Environmental Report; and b) to identify where the Environmental Report has been updated in following consideration of comments received in submissions during public consultation. It should be noted that this document supplements and should be read in conjunction with the original Environmental Report.

The clarifications and additional information contained herein (shown in *italicised blue* text) have been provided in order to increase the usefulness of the document for the public and decision makers. However, the amendments proposed are not of such an extent that changes to the content or outcome of the assessment contained within the Environmental Report will be required.

9.2 Amendments by Chapter

9.2.1 Non-technical Summary

The section, *Relevant Aspects of the Current State of the Environment (Baseline)*, in the Non-technical Summary is updated below as per **Section 9.2.3** of this Addendum.

Table 9 (SEA Monitoring Programme) of the Non-technical Summary is updated below as per Table 9.6 in **Section 9.2.5** of this Addendum.

9.2.2 Chapter 4 (Other Plans and Programmes)

The following expanded text paragraphs on legislation are added to Chapter 4:

4.3.10 Maritime Planning and Protection

*The Maritime Spatial Planning Directive also obliges all coastal Member States to establish marine spatial plans (MSPs) as soon as possible and at the latest by 31st March 2021. This will help promote sustainable growth of maritime activities recognising the ever increasing use and exploitation of the maritime space and its resources by a number of sectors such as fishing, shipping, leisure, aquaculture and renewable energy. The RSES will have to align with Ireland's forthcoming [National Marine Planning Framework](#) (in prep and due in 2021) and the MSFD Programme of Measures 2016. Also of relevance in this regard are the policy document *Our Ocean Wealth* and the *Offshore Renewable energy Development Plan*. Together these highlight the challenges Ireland and the regions face with regard to the sustainable use of the ocean resource. [Regard should therefore also be given to the shared marine space and thus potential for transboundary impacts with environmental features in Northern Ireland. The Marine and Coastal Access Act 2009 \(MCAA\) and the Marine Act \(Northern Ireland\) 2013 \(The Marine Act\), require the Department of Agriculture, Environment and Rural Affairs \(DAERA\) as the Marine Plan Authority \(MPA\), to prepare marine plans. To this end, the Draft Marine Plan for Northern Ireland is of relevance to the RSES. Similarly for the ROI plan, it sets out to guide the regulation of the sustainable use, management and protection of the marine area. The Marine Plan has been developed within the framework of the UK Marine Policy Statement \(UK MPS\).](#)*

4.3.11 Land Use

The land use, land use change and forestry (LULUCF) sector is also increasingly being recognised as playing a large role in how GHG emissions are reported; this sector considers emissions and removals from six categories including forest land, cropland, grassland, wetland, settlements and other land. The LULUCF sector is a net carbon sink within the EU but increasing anthropogenic activities in this sector can contribute to both emissions and removals of carbon dioxide (CO₂). Due to the complexities on emissions reporting for this sector, emissions and removals from LULUCF were not currently counted towards the EU's 20% by 2020 GHG

emissions reduction target, but count in part towards the EU's Kyoto Protocol and UNFCCC limitation of emissions and reduction commitments. The EU Regulation on the inclusion of GHG emissions and removals from LULUCF was therefore adopted in May 2018 as part of the 2030 Climate and Energy Framework. Under the regulation, Member States must ensure that GHG emissions from LULUCF are offset by at least an equivalent removal of CO₂ from the atmosphere in the period 2021-2030.

9.2.3 Chapter 5 (Characteristics of the Current State of the Environment - Baseline)

Section 5.1.1 State of the Environment Overview – Republic of Ireland

The following update to the EEA reference is made:

Table 5.3 – Summary of Current State of the Environment in Ireland (2016)

| Theme | Key Findings |
|---|---|
| Air Quality and Transboundary Air Emissions | ... A 2018 European Environment Agency (EEA) report indicates that around 1,150 deaths in Ireland in 2015 were directly linked to air pollution, mainly due to fine particulate matter (PM _{2.5}) ... |

Section 5.1.2 State of the Environment Overview – Northern Ireland

The following update to number of monitoring stations is made:

Table 5.4 – Summary of the Current State of the Environment in Northern Ireland

| Theme | Key Findings |
|-------|---|
| Air | There are 19 air quality monitoring stations in Northern Ireland... |
| Land | ... The 2018 Statistics Report states that at the end of 2017, 46,000 ha of land in Northern Ireland were under agri-environment scheme agreement (29% of NI farmland), representing no change on the 2016 figure. In 2017/18, 210 hectares of new woodland was created by private landowners supported under the Rural Development Programme. This is up from 208 hectares in 2016/17. Terrestrial litter is a problem, with 15% of surveyed transects failing to reach acceptable standards. Ammonia emissions from agriculture remain high which threatens habitats and ecosystems in Northern Ireland (NI). Note 94% of ammonia emissions in NI are from agriculture, 93% livestock and 7% fertilisers. |

Section 5.2.2 Biodiversity, Flora and Fauna

The following bullet is added to the list of key issues for biodiversity, flora and fauna:

The key issues associated with the development of draft Southern RSES and biodiversity relate to:

- Potential for transboundary impacts with protected habitats and species in Northern Ireland, particularly through hydrological (including marine) and/or atmospheric pathways.

Section 5.2.2.1 Designated Sites

The following updates are made to the numbers of protected/ designated sites in Northern Ireland:

In Northern Ireland there are 58 SACs (one of which is an offshore SAC), 17 SPAs (one of which is offshore, the Irish Sea Front),¹¹ 21 Ramsar sites and 394 Areas of Special Scientific Interest (ASSIs). The ASSIs are areas of land with national conservation value. Further, an extension to an existing European Site, two additional European Sites and one National Site were recently adopted under the Marine Act (Northern Ireland) 2013 which are in close proximity to transboundary waters: boundary extension to Carlingford Marine SPA, East Coast Marine Proposed SPA (pSPA), North Channel Proposed SAC (pSAC) and Carlingford Marine Conservation Zone (MCZ). In addition, DAERA is currently consulting on two additional proposed Ramsar

sites: *Derryleckagh and Teal Lough*. Some designations in the *Southern Region*, such as *Carlingford Lough SPA and Carlingford Shore SAC*, extend into Northern Ireland and as such present potential for transboundary effects.

¹¹ Source: *JNCC GIS data download April 2019, spreadsheet UK_Natura2000_2019-03-26, and DAERA submission on the Draft RSES.*

5.2.2.7 Invasive Alien Species

The following text is added to this section in recognition of the potential for transboundary impacts:

If an invasive species e.g. giant hogweed and Japanese knotweed, becomes established it can be difficult, or in some cases nearly impossible, to eradicate. Construction and demolition waste, such as that generated through development, in particular of brownfield sites, has the potential to spread invasive species. There is potential for transboundary impacts associated with the introduction or spread of IAS and development in the border area (such as in ports and for infrastructure development), through both terrestrial and aquatic pathways.

Section 5.2.2.8 Existing Environmental Pressures/ Problems: Biodiversity, Flora and Fauna

A new paragraph is added under this section to address some of the issues raised in submissions on coastal erosion:

The effects of climate change are being felt across sectors and impacting on different aspects of the environment, with key interrelationships noted in respect of water aspects in particular. The NPWS Sectoral Climate Change Adaptation Plan published for consultation in February 2019 notes key impacts on biodiversity resulting from climate change, including: severe temperatures (heat waves and freezing conditions) impacting species; erosion of habitats (soil, coastal) from dry weather and from wave and tidal action, storm surges and rising sea levels; altered water tables, droughts and water shortages causing physiological impacts, desiccation or death for flora and fauna; increased risk of wildfires damaging habitats and species. Development, population and economic growth can all contribute to cumulative impacts on the environment, which may be exacerbated by the effects of climate change in the absence of any mitigation and adaptation.

Section 5.2.3 Soils, Geology and Hydrogeology

Section 5.2.3.2 Land Cover

The following is added on forestry for further information:

More detailed data is available on licence from the OSi via the PRIME2 spatial reference framework,² as well as sectoral-specific data for agriculture (DAFM's Land parcel Identification System) and forestry (Forest Service and Coillte data on forest assets). Ireland is noted to have a relatively low percentage of forest cover (11% or approx. 770,000 ha) compared to other EU countries (average 43%). About half of forests are in public ownership. Ireland's forest estate is also relatively young, with 44.9% of the stocked estate being less than 20 years of age.³

Section 5.2.5 Air Quality and Climatic Factors

Section 5.2.5.2 Greenhouse Gases

The following clarification on adopted regulations for the LULUCF sector is added:

Republic of Ireland Greenhouse Gas Emissions and Projections

² <https://www.osi.ie/about/future-developments/prime2/>

³ *DAFM submission on the Draft RSES.*

Considering the commitment to shift to a low-carbon, competitive and sustainable economy by 2050, the LULUCF sector now needs to be considered as part of a holistic approach to reducing emissions from all sectors. In relation to this, the following the following directives and amendments are of relevance:

- *Decision 529/2013/EU on accounting rules on greenhouse gas emissions and removals resulting from activities relating to land use, land-use change and forestry and on information concerning actions relating to those activities;*⁴
- *Regulation of the European Parliament and of the Council on the inclusion of greenhouse gas emissions and removals from land use, land use change and forestry in the 2030 climate and energy framework, and amending Regulation (EU) No 525/2013 and Decision No 529/2013/EU.*

The changes made in this section refer to the baseline information for Ireland's greenhouse gas emissions based on the latest report (December 2018) from the EPA⁵.

Section 5.2.5.3 Other Transboundary Emissions

The updates refer to Ireland's National Transboundary Gas Emissions: *EPA (December 2018) Ireland's Provisional Greenhouse Gas Emissions 1990-2017*.⁶

Section 5.2.6 Material Assets

Section 5.2.6.4 Water Supply

Updates are made to the baseline information for water supplies based on the latest water quality reports (2018) from the EPA: EPA (2018) Drinking Water Report for Public Water Supplies 2017; EPA (2018) EPA Drinking Water Remedial Action List Q1 of 2018; EPA (2018) Focus on Private Water Supplies 2017.

Section 5.2.7 Cultural Heritage

The following bullet is added:

The key issues associated with the development of the draft RSES and cultural heritage relates to:

- *To preserve and protect the cultural heritage including architecture, archaeology and cultural heritage from unsustainable development;*
- *Impacts on archaeological features and setting; and*
- *Impacts for underwater archaeological features during construction of new infrastructure and/ or upgrades.*
- *Consideration of impacts to heritage sites and their cultural/historic setting in the border area, particularly cross-border assets and those adjacent to the border (both at county level and with Northern Ireland).*

Section 5.2.7.2 Other Heritage

The following note on the availability of transboundary heritage data is added for information:

Given the regional and strategic scope of the plan, it is recognised that impacts to heritage and setting, including those of a transboundary nature, are more appropriately assessed at project level. However it should be noted that much digital data is available for examination from Northern Ireland, including for monuments,

⁴ <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32013D0529>

⁵ EPA (December 2018) Ireland's *Provisional Greenhouse Gas Emissions 1990-2017*.

⁶ EPA (March 2018) Ireland's Transboundary Gas Emissions 1990-2016.

listed buildings, areas of archaeological potential, historic houses etc. which can be sought at: <https://www.communities-ni.gov.uk/publications/historic-environment-digital-datasets>

Section 5.2.8 Landscape

5.2.8.2 National Landscape Character Assessment

The following note on the availability of transboundary landscape data is added for information:

The strategy outlines six key objectives and actions, one of which is to develop a National Landscape Character Assessment. It is proposed that Landscape Character Assessments will be prepared at local and intra-local authority level. These regional and local landscape character assessments will inform and guide landscape policy, action plans and local authority development plans. In the absence of a national landscape character assessment then the CORINE Land Cover Map is used as a proxy for the purposes of landscape as can be seen in Figure 5-12. Northern Ireland has undertaken regional landscape and seascape character assessments. Digital data is available from DAERA at: <https://www.daera-ni.gov.uk/articles/download-digital-datasets>

9.2.4 Chapter 10 (Mitigation and Monitoring)

9.4 Monitoring

The *Proposed Environmental Monitoring Programme* has been updated with Chapter 7 of the SEA Statement above.

Also, Table 9 (SEA Monitoring Programme) of the Non-technical Summary is updated below as per updated Table 9.6 below.

Table 9-1 – Proposed Environmental Monitoring

| Guiding Principle (see Chapter 6 for applicable SEO) | Target | Indicator | Data Source |
|---|--|---|--|
| <p>Objective 5 Air Quality</p> <p><i>Support clean air policies that reduce the impact of air pollution on the environment and public health</i></p> | <ul style="list-style-type: none"> ▪ Decrease in proportion of journeys made by private fossil fuel-based car compared to 2016 National Travel Survey levels. ▪ Improvement in Air Quality trends, particularly in relation to transport related emissions of NO_x and particulate matter. ▪ Reduction in emissions and ambient concentrations of NO₂, NO_x, PM₁₀ and PM_{2.5}. | <ul style="list-style-type: none"> ▪ Percentage change from 2016 position of 74% car modal share. ▪ Achievements of the Key Performance Indicators outlined in the National Clean Air Strategy. | <ul style="list-style-type: none"> ▪ Central Statistics Office, National Travel Survey ▪ Department of Transport Tourism and Sport, Transport Trends (DTTAS) ▪ Department of Communication Climate Action and Environment (DCCAIE) ▪ EPA Ambient Air Network |

Appendix A

Environmental Mitigation Measures and how these have been addressed in the RSES

1 ENVIRONMENTAL MITIGATION MEASURES

1.1 Chapters 1-9

Table 9-1 – Proposed SEA Mitigation Measures Relating to Assessment of Policies in Chapters 1-9

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|---------------------------|--|---|
| Chapter 1 Introduction | <p>It is recommended that the following text is included in the RSES:</p> <p><i>The Regional Spatial and Economic Strategy is a tier within a planning framework which is guided by the NPF and will be supported by further robust tiering of county and local level plans within an overall hierarchy. As detail is developed down through the hierarchy, further opportunity for focused assessment will be required to inform decision making at a level of greater granularity. It is therefore important that where other strategies and plans undergo review or changes to reflect the national and regional policy objectives and outcomes of both the National Planning Framework, and subsequently the RSES, they should also consider any relevant environmental requirements.</i></p> <p><i>Feasibility studies will be carried out to support decision making in relation to policy base for this RSES and this will include an environmental appraisal which considers the potential effects on the wider environment, including specifically, the Natura 2000 Network. Furthermore, feasibility studies will be supported by robust site / route selection processes which consider a full range of alternative modes and technologies.</i></p> <p><i>At the project level, all applications for development consents for projects emanating from any policies that may give rise to likely significant effects on the environment will need to be accompanied by one or more of the following, as relevant:</i></p> <ul style="list-style-type: none"> ▪ <i>An Ecological Impact Assessment Report (EclA);</i> ▪ <i>Environmental Report (ER);</i> | <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <ul style="list-style-type: none"> • The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes. • Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network. • At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant. <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--|---|---|
| | <ul style="list-style-type: none"> ▪ <i>An Environmental Impact Assessment Report (EIAR) if deemed necessary under the relevant legislation (statutory document);</i> ▪ <i>Natura Impact Statement if deemed necessary (NIS) under the relevant legislation (statutory document).</i> <p><u>This text has been included in the RSES.</u></p> | <p>plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> |
| <p>Chapter 1</p> <p>Introduction</p> | <p>It is recommended that the following text is included in the RSES:</p> <p><i>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.</i></p> <p><u>The subject of this text has been included in RPO 1.</u></p> | <p>The proposed mitigation measure is explicitly addressed under RPO 1 Environmental Assessment which states:</p> <p>(a). <i>Any reference to support for all plans, projects, activities and development in the Draft RSES should be considered to refer to 'environmentally sustainable development' that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate</i></p> <p>(b). <i>The RSES seeks to protect the Natura 2000 Network in the Southern Region.</i></p> <p>(c). <i>RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required.</i></p> <p>d. <i>Development Plans shall include an objective for the protection of European sites and Natural Heritage Areas (designated and notified proposed NHAs)</i></p> |
| <p>Chapter 2</p> <p>Vision</p> | <p>1 - The Compact Growth Principle should make reference to the regeneration of cities, towns and villages by making better use of under-used land and buildings within the existing built-up urban footprint.</p> | <p>The 11 points to the RSES Strategy are closely aligned with the National Strategic Outcomes (NSOs) of the National Planning Framework and UN Sustainable Development Goals.</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|-----------|--|---|
| | <p>7 - This principle should be expanded to include reference to “protecting the integrity of Natura 2000 sites in the region” & “protection of marine environment” & “protection of the Landscape”</p> | <p>The purpose of the strategy points are to provide a concise message of key principles guiding the objectives of the RSES Rather than expanding further on each strategy point, which is a high level summary, the proposed mitigation measures are integrated in each relevant RSES section and support by an objective as follows.</p> |
| | <p>9 - This principle should be expanded to include reference to “Water Framework Directive, the RBMP, the Marine Strategy Framework Directive”.</p> | |
| | <p>10 - This principle should be expanded to include reference to “Flood Risk”.</p> | <p>RPO 1 Environmental Assessments commits the RSES to seek environmentally sustainable development that has no adverse effects on the integrity of the Natura 2000 Network and no net loss of biodiversity.</p> <p>RPO 5 (former RPO 4) Population Growth and Environmental Criteria commits population growth to be planned having regard to environmental criteria including the assimilative capacity of the receiving environment, proximity of European Sites and impacts on conservation objectives and to have regard to impacts in areas that have potential to flood.</p> <p>RPO 34 (former RPO 31) Regeneration, brownfield and infill development supports re-use of vacant and underused lands and is further supported by RPO 35 (former RPO 32), explicitly seeking adherence to compact growth principles.</p> <p>Further, Chapter 5 RPOs 113-121 (former RPOs 108-115 extensively address flood risk management flood risk management and biodiversity, flood risk and climate change and River Basin Management Plans.</p> <p>Chapter 5 RPO 110 (former RPO 107) Ecosystem Services, RPOs 124-125 (former RPOS 118-119) for Green Infrastructure Corridors, RPO 126 (former RPO 120) Biodiversity and RPOs 111-112 (former RPOs 124-125) for Water Resources and Water Quality are a particular demonstration of the strength of the RSES’s commitment to environmental protection and integration of strong mitigation objectives to protect and enhance the environmental qualities of the Southern Region.</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--|---|--|
| | | <p>Chapter 4, RPO 77(former RPO 75) and RPO 78 (former RPO 76) which address Marine Strategy Framework Directive.</p> <p>Protection of the landscape is addressed through Chapter 5 RPO 129 (former RPO 123) Landscape and Chapter 7 RPO 202 (former RPO 194) Natural Heritage, Biodiversity and Built Heritage Assets.</p> |
| <p>Chapter 3 People and Places</p> | <p>General - Identification of suitable lands for settlement 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.</p> <p>General - Increasing population growth should be planned on a phased basis in collaboration with Irish Water and the local authority to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality, flood risks and biodiversity as a minimum.</p> <p>RPO 7 (former RPO5) – Projects should be subject to a robust feasibility study that addresses environmental concerns such as landscape, cultural heritage, ensuring the protection of water quality, flood risks and biodiversity as a minimum.</p> <p>RPOs 8-10 (former RPO 6 – 8):</p> <ul style="list-style-type: none"> - All development proposals should be subject to feasibility & site selection processes and environmental assessments as appropriate. <u>RPO 1 includes this mitigation.</u> - The allocation of housing should be subject to a quality site selection / gap analysis process that addresses environmental sensitivities and capacities. Include an objective to support the '10 minute' settlement concept, whereby a range of community facilities and services are accessible in short walking and cycling timeframes from homes or | <p>Regarding the general points for proposed mitigation, the RSES has addressed the recommendations as follows.</p> <p>The RSES has developed a suite of Guiding Principles under Section 3.3 A Tailored Approach to be applied by Local Authorities when allocating future growth to settlements under development plan core strategies. These principles seek consideration of environmental consideration and infrastructure constraints.</p> <p>In addition, there are a number of key RPOs which address environmental concerns including RPO 1 Environmental Assessment, RPO 5 (former RPO 4) Population Growth and Environmental Criteria and specifically Chapter 8 RPO 208 (former RPO 200) Irish Water and Water Supply and RPO 212 (former RPO 204) Strategic Wastewater Treatment Facilities. These objectives explicitly state that <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>.</p> <p>Further, RPO 1 reiterates the requirement that all further lower tiered plans determining the distribution of population growth in settlements will be subject to their own environmental assessments and have regard to the necessary environmental legislation in line with international, EU and national policy</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|-----------|--|---|
| | <p>accessible by high quality public transport to these services in larger settlements.</p> <p>RPO 11 (former RPO 9)</p> <p>-The objective could be strengthened by provision of specific actions to ensure any development is supported by robust feasibility (that addresses environmental concerns such as landscape, cultural heritage and biodiversity as a minimum), route/site selection, appropriate environmental assessment (EIA, AA EclA and FRA) and the planning process at the project level. <u>The objective has been amended to include this mitigation.</u></p> <p>- The policy objective which specifies infrastructural projects should include the following reference “<i>subject to the outcome of the planning process and environmental assessments.</i>” <u>The objective has been amended to include this mitigation.</u></p> <p>RPO 33 (former RPO 30) - This policy objective could be strengthened by ensuring services such as water, wastewater and transport (parking) are delivered on a phased basis to match projected demand arising from new developments.</p> <p>RPOs 32, 26a, 29 (former RPO 29, 24a, 27)– Include a specific requirement that these policy objectives are 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.</p> <p>RPO 27 (former RPO 25) - The SRA should provide guidance to planning authorities on how the criterion of ‘economic or social need’ should be applied when deciding upon the provision of single housing. This policy objective should also support the ‘10 minute’ settlement concept, whereby a range of community facilities and services are accessible in short walking and cycling timeframes from homes or accessible by high quality public transport to these services in larger settlements.</p> | <p>Regarding recommended mitigation for RPO 7 (former RPO 5) Delivery and Funding, any reference to projects environmentally sustainable development of such projects and require appropriate feasibility studies, best practice to consider environmental constrains and the appropriate level of environmental assessments through RPO 1. Part (a) of that objective specifically states:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft RSES should be considered to refer to ‘environmentally sustainable development’ that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>Regarding recommended mitigation for RPO 8-10 (former RPO 6-8) for infrastructure investment and sustainable compact growth of metropolitan areas, as outlined above RPO 1 applies the mitigation in addition to RPO 5 (former RPO 4) Population Growth and Environmental Criteria. The recommendation to include a specific objective in support of 10 minute settlement concepts is addressed through strengthened narrative in Chapter 3 encouraging good practice in sustainable high quality, high density compact growth and RPO 176 (former RPO 168) 10 Minute City and Town Concepts in Chapter 7.</p> <p>Regarding recommended mitigation for RPO 11 (former RPO 9) Key Towns , sub parts (i) to (l) specifically address the mitigation recommended and state:</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|-----------|---|--|
| | <p>RPO 26 c (former RPO 24(c)) – The preparation of guidelines for cluster development should consider the following criteria:</p> <ul style="list-style-type: none"> ▪ The proximity to European Sites and the conservation objectives and qualifying interests that may be impacted upon; ▪ The sensitivity of the surrounding environment; ▪ The available capacity of services such as waste water and water supply and the recommendation that development be phased until services are in place before development is ready for use. <p>RPO 26 d (former RPO 24(d)) – Include a specific requirement to undertake robust site selection studies and environmental assessments.</p> | <p><i>i: Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> <p><i>j: Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</i></p> <p><i>k: Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</i></p> <p><i>l. In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures. The National Water Resources Plan (NWRP) will outline how we move towards a sustainable, secure and reliable public drinking water supply over the next 25 years, whilst safeguarding our environment.</i></p> <p>Regarding recommended mitigation for RPO 33 (former RPO 30) Housing Need Demand Assessment, the objective specifically seeks phased delivery of services including water, wastewater and transport. RPO 152 (former RPO 147) Local Planning Objectives in Chapter 6 and RPOs 208-218 (former RPOs 200-210) in Chapter 8 regarding water and waste water infrastructure also apply.</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|-----------|-----------------------------|---|
| | | <p>Regarding recommended mitigation for RPO 32 (former RPO 29) Rebuilding Ireland, RPO 26a (former RPO 24a) Towns and Villages and RPO 29 (former RPO 27) Urban and Rural Networks, as outlined above RPO 1 applies where it specifically states that any reference to support for all plans, projects, activities and development refers to <i>'environmentally sustainable development' that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate</i>".</p> <p>Regarding recommended mitigation for RPO 27 (former RPO 25) Rural, criteria for the assessment of rural housing will be set nationally through guidelines for consistency of approach. In addition, it is noted:</p> <ul style="list-style-type: none"> • RPO 27 (former RPO 25) Rural in support of strong rural communities seeks Core Strategies to identify areas under string urban influence and to implement policies restricting unsustainable patterns of urban generated rural housing. This is in line with National Policy Objective 19. • The need for single housing in the countryside will be projected and planned for sustainably in local authority's overall Housing Need Demand Assessment Tool as part of the development plan process. This requirement under National Policy Objective 20 is supported by RPO 33 (former RPO 30) Housing Need Demand Assessment. • The RSES strongly supports sustainable regeneration of small towns and villages, including New Homes in Small Towns and Villages initiatives under RPO 26 (former RPO 24) Towns and Villages, which will support a sustainable alternative to one off rural housing. |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|---------------------|---|--|
| Chapter 3 Tralee | General Mitigation – Ensure adequate waste water facilities are available and operational before expansion of development at Tralee to avoid negative impacts on the nutrient sensitive Lee Estuary. <u>This mitigation has been included in RPO 11 (former RPO 9)</u> | <ul style="list-style-type: none"> • RPO 172 (former RPO 164) Rural Transport in Chapter 6 supports strengthened public transport connectivity to service rural areas and provide better access to services between towns, villages and rural areas using public transport. • RPO 176 (former RPO 168) 10-Minute City and Town Concepts supports compact settlements where a range of community facilities and services are accessible by public transport, walking and cycling which supports a high quality of life alternative to one off rural housing. • RPO 216 (former RPO 208) Servicing of Rural Villages specifically seeks services in villages to provide a sustainable alternative to one-off housing in the countryside. <p>Further, through RPO 1, the RSES is explicit that any other plans or projects, including the development management process, will be subject to their own environmental assessments which will have regard to the necessary environmental legislation and protection of the environment and Natura 2000 Network in line with international, EU and national policy.</p> <p>Regarding the proposed mitigation for RPO 26 (former RPO 24) Towns and Villages sub parts (c) and (d) on criteria to be considered in cluster housing guidelines and delivering infrastructure , the narrative of the RSES is clear that such criteria is best detailed at the development plan level. RPO 1 applies suitable mitigation for all lower level tiered plans and for robust feasibility studies for projects which consider environmental constraints. In addition, RPO 26 (former RPO 24) does integrate mitigation by seeking co-ordination with Irish Water and other stakeholders to deliver investment in water and waste water infrastructure for such initiatives.</p> |
| | | RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town. |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--|---|--|
| | <p>General Mitigation - all development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (SEA, EIA, AA, EclA) as appropriate. <u>This mitigation has been included in RPO 1.</u></p> <p>General Mitigation - The following text in italics should be included in support of infrastructural Requirements:</p> <p>b) To seek investment to sustainably support strengthening these attributes and infrastructure <i>subject to the outcome of the planning process and environmental assessments</i>, including key inter-regional connectivity (transport networks and digital) on the TEN-T network to the Cork and Limerick Shannon Metropolitan Areas and Atlantic Economic Corridor. <u>The objective has been amended to include this mitigation.</u></p> <p>General Mitigation - As the existing urban area is located in close proximity to European Sites, the carrying capacity of SACs will need to be established to understand what limits should be set for the extent of development. <u>This mitigation has been included in RPO 11 (former RPO 9).</u></p> | <p>Sub part (i) specifically requires: <i>Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> <p>Further, sub part (j) states: <i>Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</i></p> <p>RPO 15 (former RPO 10) Tralee integrates proposed mitigation in the following sections (italics):</p> <p>(b): To seek investment to sustainably support strengthening these attributes and infrastructure <i>subject to the outcome of the planning process and environmental assessments</i>, including key inter regional connectivity (transport networks and digital) on the strategic road network to the Cork and Limerick Shannon Metropolitan Areas, the Atlantic Economic Corridor and between Tralee Killarney and Killorglin (Kerry Hub Knowledge Triangle).</p> <p>(d) Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water <i>to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the nutrient sensitive Lee Estuary.</i></p> |
| <p>Chapter 3 Killarney</p> | <p>General Mitigation - all development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (SEA, EIA, AA, EclA) as appropriate. <u>This mitigation is included in RPO 1.</u></p> <p>General Mitigation - The following text in italics should be included in support of infrastructural Requirements:</p> | <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: <i>Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|-----------|---|---|
| | <p>(b): To seek investment to sustainably support its compact growth and regeneration, attributes and infrastructure, including key inter-regional connectivity (transport networks and digital) on the TEN-T corridor to the Cork and Limerick Shannon Metropolitan Areas and Atlantic Economic Corridor, <i>subject to the outcome of the planning process and environmental assessments</i>. <u>The objective has been amended to include this mitigation.</u></p> <p>General Mitigation As the existing urban area is located in close proximity to European Sites, the carrying capacity of SAC/SPAs will need to be established to understand what limits should be set for the extent of development. <u>This mitigation is included in RPO 11 (former RPO 9).</u></p> <p>General Mitigation Any future development of the tourism/recreational/amenity facilities should include an assessment of any impacts that may arise from increased visitor pressures, in particular, on sensitive Natura 2000 habitats. <u>This mitigation is included in RPO 11 (former RPO 9 & RPO 54 (former RPO 52).</u></p> | <p><i>shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> <p>Further, sub part (j) states: <i>Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</i></p> <p>RPO 18 (former RPO 11) Killarney integrates proposed mitigation in the following sections (italics):</p> <p>b): To seek investment to sustainably support its compact growth and regeneration, attributes and infrastructure, including key inter-regional connectivity (transport networks and digital) on the strategic road network between Cork and Limerick Shannon Metropolitan Areas, the Atlantic Economic Corridor and between Tralee-Killarney and Killorglin (Kerry Hub Knowledge Triangle) <i>subject to the outcome of the planning process and environmental assessments.</i></p> <p>(g): Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water <i>to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the downstream freshwater ecosystem in the National Park (River Deenagh, Lough Leane).</i></p> <p>RPO 54 (former RPO 52) Tourism and the Environment states <i>“Development of new or enhanced tourism infrastructure and facilities should include an assessment of the environmental sensitivities of the area including an Environmental Impact Assessment (EIA); Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) if required in order to avoid adverse impacts on the receiving environment. Where such tourism infrastructure or facilities are developed, the managing authority/agency should ensure that effective monitoring protocols are put in place to monitor and assess the ongoing</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSEs? |
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| Chapter 3 Mallow | <p>General Mitigation - all development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (SEA, EIA, AA, EclA) as appropriate. <u>This mitigation is included in RPO 1.</u></p> <p>General Mitigation - The following text in italics should be included in support of infrastructure:</p> <p>(b): Seek investment to support attributes and the sustainable delivery of infrastructure including enhanced inter-regional connectivity (transport networks and digital) along the strategic road network N20/M20 corridor to the Cork and Limerick Shannon Metropolitan Areas and Atlantic Economic Corridor, <i>subject to the outcome of the planning process and environmental assessments.</i> <u>The objective has been amended to include this mitigation.</u></p> <p>General Mitigation – Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth does not contribute to degradation of the water environment and in particular the River Blackwater. <u>This mitigation is included in both RPO 19 (former RPO 12) and RPO 11 (former RPO 9).</u></p> <p>General Mitigation - Any future development of the tourism should include an assessment of any impacts that may arise from increased visitor pressures, in particular, on sensitive Natura 2000 habitats. <u>This mitigation is included in both RPO 1 and RPO 54 (former RPO 52).</u></p> | <p><i>effect of tourism on sensitive features with particular focus on natural, archaeological and built heritage assets”.</i></p> <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requites: <i>Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> <p>Further, sub part (j) states: <i>Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</i></p> <p>RPO 19 (former RPO 12) Mallow integrates proposed mitigation in the following sections (italics):</p> <p>b): Seek investment to support attributes and the sustainable delivery of infrastructure, including enhanced inter-regional connectivity (transport networks and digital) along the strategic road network N20/M20 corridor to the Cork and Limerick-Shannon metropolitan areas and Atlantic Economic Corridor, <i>subject to the outcome of the planning process and environmental assessments.</i></p> <p>d): Future growth of the town should be planned for on a phased basis in consultation with the Local Authority and Irish Water <i>to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the nutrient sensitive River Blackwater.</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| Clonakilty | <p>General Mitigation - all development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (SEA, EIA, AA, EclA) as appropriate. <u>This mitigation is included in RPO 1.</u></p> <p>General Mitigation - The following text in italics should be included in support of infrastructure:</p> <p>(c): Seek investment to support attributes and the sustainable delivery of infrastructure, including enhanced inter-regional connectivity (transport networks and digital) for all key settlements along the N71 road corridor to the Cork Metropolitan Area, Port of Cork and Cork Airport assets, <i>subject to the outcome of the planning process and environmental assessments.</i> <u>The objective has been amended to include this mitigation.</u></p> <p>General Mitigation – Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth does not contribute to degradation of the water environment. <u>This mitigation is included in and RPO 11 (former RPO 9).</u></p> | <p>RPO 54 (former RPO 52) Tourism and the Environment states “Development of new or enhanced tourism infrastructure and facilities should include an assessment of the environmental sensitivities of the area including an Environmental Impact Assessment (EIA); Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) if required in order to avoid adverse impacts on the receiving environment. Where such tourism infrastructure or facilities are developed, the managing authority/agency should ensure that effective monitoring protocols are put in place to monitor and assess the ongoing effect of tourism on sensitive features with particular focus on natural, archaeological and built heritage assets”.</p> <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: <i>Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> <p>Further, sub part (j) states: <i>Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</i></p> <p>RPO 23 (former RPO 13) Clonakilty integrates proposed mitigation in the following sections (italics):</p> <p>(a): To strengthen sustainably the employment-led growth and regeneration of Clonakilty as an economic driver for West Cork, build upon inherent strengths, in particular food production and tourism,</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| | <p>General Mitigation – As the existing urban area is located in close proximity to European Sites, the carrying capacity of SAC/SPAs will need to be established to understand what limits should be set for the extent of development. <u>This mitigation is included in RPO 11 (former RPO 9).</u></p> | <p><i>while protecting and enhancing the natural environment of Clonakilty Bay</i></p> <p>c): Seek investment to support attributes and the sustainable delivery of infrastructure, including enhanced inter-regional connectivity (transport networks and digital) for all key settlements along the N71 road corridor to the Cork metropolitan area, Port of Cork and Cork Airport assets, <i>subject to the outcome of the planning process and environmental assessments.</i></p> |
| <p>Chapter 3</p> <p>Ennis</p> | <p>General Mitigation - all development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (SEA, EIA, AA, EclA) as appropriate. <u>This mitigation is included in RPO 1.</u></p> <p>General Mitigation - The following text in italics should be included in support of infrastructural Requirements:</p> <p>b) The RSES supports the delivery of the infrastructural requirements identified for Ennis <i>subject to the outcome of the planning process and environmental assessments.</i> <u>The objective has been amended to include this mitigation.</u></p> <p>General Mitigation As the existing urban area is located in close proximity to European Sites, the carrying capacity of SACs will need to be established to understand what limits should be set for the extent of development. <u>This mitigation is included in RPO 11 (former RPO 9).</u></p> | <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: <i>Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> <p>Further, sub part (j) states: <i>Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</i></p> <p>RPO 13 (former RPO 14) Ennis integrates proposed mitigation in the following sections (italics):</p> <p>c. To support the delivery of the infrastructural requirements identified for Ennis, <i>subject to the outcome of the planning process and environmental assessments;</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| Chapter 3 Nenagh | <p>General Mitigation - all development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (SEA, EIA, AA, EclA) as appropriate. <u>This mitigation is included in RPO 1.</u></p> <p>General Mitigation - The following text in italics should be included in support of infrastructure:</p> <p>(b): It is an objective to support the delivery of the infrastructural requirements identified for Nenagh, <i>subject to the outcome of the planning process and environmental assessments.</i> <u>The objective has been amended to include this mitigation.</u></p> | <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: <i>Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> <p>Further, sub part (j) states: <i>Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</i></p> <p>RPO 20 (former RPO 15) Nenagh integrates proposed mitigation in the following sections (italics):</p> <p>b. To support the delivery of the infrastructural requirements identified for Nenagh <i>subject to the outcome of the planning process and environmental assessments</i></p> |
| Chapter 3 Thurles | <p>General Mitigation - all development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (SEA, EIA, AA, EclA) as appropriate. <u>This mitigation has been included in RPO 1.</u></p> <p>General Mitigation - The following text in italics should be included in support of infrastructure:</p> <p>(b): It is an objective to support the delivery of the infrastructural requirements identified for Thurles, <i>subject to the outcome of the</i></p> | <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: <i>Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| | <p><i>planning process and environmental assessments. <u>The objective has been amended to include this mitigation.</u></i></p> <p>General Mitigation – Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth does not contribute to degradation of the water environment and in particular the River Suir. This mitigation has been included in RPO 11 (former RPO 9) and RPO 21 (former RPO 16).</p> | <p><i>assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> <p>Further, sub part (j) states: <i>Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</i></p> <p>RPO 21 (former RPO 16) Thurles integrates proposed mitigation in the following sections (italics):</p> <p>c. To support the delivery of the infrastructural requirements identified for Thurles including support for the delivery of projects submitted under the Urban Regeneration and Development Fund <i>subject to the outcome of the planning process and environmental assessments.</i></p> <p>e. Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water <i>to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the nutrient sensitive River Suir</i></p> |
| <p>Chapter 3</p> <p>Newcastle West</p> | <p>General Mitigation - all development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (SEA, EIA, AA, EclA) as appropriate. <u>This mitigation is included in RPO 1.</u></p> <p>General Mitigation - The following text in italics should be included in support of infrastructure:</p> <p>(b): It is an objective to support the delivery of the infrastructural requirements identified for Newcastle West, <i>subject to the outcome of the planning process and environmental assessments. <u>The objective has been amended to include this mitigation.</u></i></p> | <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requites: <i>Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSEs? |
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| | <p>General Mitigation – Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth does not contribute to degradation of the water environment. <u>This mitigation is included in RPO 11 (former RPO 9).</u></p> <p>Great Southern Trail - Any future development of the trail will include an assessment of any impacts that may arise from increased visitor pressures, in particular, on sensitive Natura 2000 habitats. <u>This mitigation is included in RPO 201 (former RPO 193).</u></p> | <p><i>where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> <p>Further, sub part (j) states: <i>Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</i></p> <p>RPO 22 (former RPO 17) Newcastle West integrates proposed mitigation in the following sections (italics):</p> <p>c. To support the delivery of the infrastructural requirements identified for Newcastle West <i>subject to the outcome of the planning process and environmental assessments.</i></p> <p>RPO 201 (former RPO 193) National Trails, Walking Routes, Greenway and Blueway Corridors integrates the following mitigation which applies to greenway connections : <i>Proposals for investment in walking and cycling facilities, greenway and blueway corridors should be based on rigorous site/route selection studies and Local Authorities should ensure that decision-making in relation to such developments is informed by an appropriate level of environmental assessment, including all necessary reports to assess the potential impact on designated European sites and on biodiversity outside of formal protections such that proposed development does not contribute to loss of biodiversity.</i></p> |
| <p>Chapter 3 Kilkenny</p> | <p>General Mitigation – all development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (SEA, EIA, AA, EclA) as appropriate. <u>This mitigation is included in RPO 1.</u></p> <p>Abbey Quarter: SRA Supports implementation of mitigation from Abbey Quarter Masterplan SEA and AA processes. <u>This mitigation has been included in the objective.</u></p> | <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requites: <i>Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| | <p>General Mitigation - The following text relating to infrastructure should be included in the objective “<i>subject to the outcome of the planning process and environmental assessments</i>”. <u>This mitigation has been included in the objective.</u></p> <p>Expansion of Ports - Any expansion of activities for freight facilities at ports will require a feasibility study to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC. <u>This mitigation has been included in RPO 147 (former RPO 142)</u></p> | <p><i>shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> <p>Further, sub part (j) states: <i>Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</i></p> <p>RPO 12 (former RPO 18) Kilkenny City integrates proposed mitigation in the following sections (italics):</p> <p>e) To support urban generation through investment in the Abbey Quarter & other initiatives to improve the Public Realm and regenerate underused land in the City and <i>to support implementation of mitigation from Abbey Quarter Masterplan SEA and AA processes.</i></p> <p>g) To support the delivery of the infrastructural requirements identified for Kilkenny City including the delivery of the northern extension of the ring road from the N77 Castlecomer Road to the R693 Freshford Rd as part of the western by-pass for the city from the Castlecomer Road to the Waterford Road identified as an objective and assessed under the Kilkenny City & Environs Development Plan, <i>subject to required feasibility, planning and environmental assessment processes.</i></p> <p>Regarding support for the development of freight rail services and facilities including rail freight links to the port, RPO 147 (former RPO 142) Economic Opportunities of Ports integrates the following mitigation: <i>Undertake feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| Chapter 3 Carlow | <p>General Mitigation - all development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (SEA, EIA, AA, EclA) as appropriate. <u>This mitigation is included in RPO 1.</u></p> <p>General Mitigation - The following text relating to infrastructure should be included in the objective “<i>subject to the outcome of the planning process and environmental assessments</i>”. <u>This mitigation has been included in the objective.</u></p> <p>General Mitigation – Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth does not contribute to degradation of the water environment. <u>This mitigation is included in RPO 11 (former RPO 9).</u></p> <p>River Barrow and River Nore SAC - Any future development of underused lands along the River Barrow will include an assessment of any impacts that may arise on sensitive Natura 2000 habitats. <u>This mitigation has been included in the objective.</u></p> | <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: <i>Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> <p>Further, sub part (j) states: <i>Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</i></p> <p>RPO 14 (former RPO 19) Carlow integrates proposed mitigation in the following sections (italics):</p> <p>(vii): <i>To support the delivery of the infrastructural requirements identified for Carlow subject to the outcome of the planning process and environmental assessments</i></p> <p>(x): <i>To support development of underused lands along the River Barrow as a strategic natural asset for the town. Any future development of underused lands along the River Barrow or proposals for an additional bridge should be subject to further studies to inform the exact nature and intensity that could be accommodated without giving rise to adverse effects on sensitive Natura 2000 habitats and consider any in combination effects arising from proposals for a bridge.</i></p> |
| Chapter 3 Wexford | <p>General Mitigation – all development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (SEA, EIA, AA, EclA) as appropriate.</p> | <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| | <p>General Mitigation - The following text relating to infrastructure should be included in the objective “<i>subject to the outcome of the planning process and environmental assessments</i>”. <u>This mitigation has been included in the objective.</u></p> <p>Expansion of Ports - Any expansion of activities at ports will require a feasibility study to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC.</p> | <p>Sub part (i) specifically requires: <i>Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> <p>Further, sub part (j) states: <i>Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</i></p> <p>RPO 16 (former RPO 20) Wexford integrates proposed mitigation in the following sections (italics):</p> <p>f) To support the delivery of the infrastructural requirements identified for Wexford <i>subject to the outcome of the planning process and environmental assessments</i></p> <p>Regarding support for Rosslare Europort, RPO 147 (former RPO 142) Economic Opportunities of Ports integrates the following mitigation: <i>Undertake feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC</i></p> |
| <p>Chapter 3 Clonmel</p> | <p>General Mitigation - all development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (SEA, EIA, AA, EclA) as appropriate. <u>This mitigation has been included in RPO 1.</u></p> <p>General Mitigation - The following text relating to infrastructure should be included in the objective “<i>subject to the outcome of the planning</i></p> | <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: <i>Any reference to support for all plans, projects, activities and development in the Key Towns should be</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| | <p><i>process and environmental assessments</i>". <u>This mitigation has been included in the objective.</u></p> | <p><i>considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> <p>Further, sub part (j) states: <i>Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</i></p> <p>RPO 17 (former RPO 21) Clonmel integrates proposed mitigation in the following sections (italics):</p> <p>f. To support the delivery of the infrastructural requirements identified for Clonmel <i>subject to the outcome of the planning process and environmental assessments</i></p> |
| <p>Chapter 3</p> <p>Gorey</p> | <p>General Mitigation – all development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (SEA, EIA, AA, EclA) as appropriate. <u>This mitigation has been included in RPO 1.</u></p> <p>General Mitigation - The following text relating to infrastructure should be included in the objective "<i>subject to the outcome of the planning process and environmental assessments</i>". <u>This mitigation has been included in the objective.</u></p> <p>General Mitigation – Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth does not contribute to degradation of the water environment. <u>This mitigation has been included in RPO 11 (former RPO 9).</u></p> | <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: <i>Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> |

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| Chapter 3 Dungarvan | <p>General Mitigation - all development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (SEA, EIA, AA, EclA) as appropriate. <u>This mitigation has been included in RPO 1.</u></p> <p>General Mitigation - The following text relating to infrastructure should be included in the objective “<i>subject to the outcome of the planning process and environmental assessments</i>”. <u>This mitigation has been included in the objective.</u></p> <p>General Mitigation – Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth does not contribute to degradation of the water environment. <u>This mitigation has been included in RPO11 (former RPO 9).</u></p> | <p>Further, sub part (j) states: <i>Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</i></p> <p>RPO 25 (former RPO 22) Gorey integrates proposed mitigation in the following sections (italics):</p> <p>g): To support the delivery of the infrastructural requirements identified for Gorey <i>subject to the outcome of the planning process and environmental assessments.</i></p> <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requites: <i>Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> <p>Further, sub part (j) states: <i>Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</i></p> <p>RPO 24 (former RPO 23) Dungarvan integrates proposed mitigation in the following sections (italics):</p> <p>f. To support the delivery of the infrastructural requirements identified for Dungarvan (including amenities and facilities for the community and voluntary sector) <i>subject to the outcome of the planning process and environmental assessments.</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| Chapter 4 Economy | <p>General Mitigation – Include a specific requirement that these policy objectives are supported by a quality site selection process for all developments that addresses environmental concerns such as landscape, cultural heritage, ensuring the protection of water quality, flood risks and biodiversity as a minimum. Also, include a specific requirement that requires services such as water, wastewater and transport to be delivered on a phased basis to match projected demand arising from job growth and new industries;</p> <p>RPO 41 (former 39) – Any identification of future strategic employment areas along the AEC should consider environmental constraints including but not limited to European Sites, flood risk, biodiversity, cultural heritage and landscape.</p> <p>RPO 53 (former RPO 51) – include a specific requirement to assess the sensitivities of the surrounding area and establish clear actions and protections to be put in place to avoid impact before any plans to increase access to the countryside are implemented. Also, include clear monitoring protocols to monitor the ongoing effect of tourism on sensitive features with particular focus on natural and built heritage assets. <u>Policy Objective RPO 52 has been added to the SRA RSES to address this mitigation.</u></p> <p>RPO 53 (former RPO 51)- Specific reference to the requirement for environmental assessment should be included as part of the policy: <i>“The RSES supports plans for the sustainable development of infrastructure and facilities, subject to the required appraisal, planning and environmental assessment processes...”</i> <u>Policy Objective RPO 54 (former RPO 52) has been added to the SRA RSES to address this mitigation.</u></p> <p>Furthermore, the policy should include the requirement for an assessment of any impacts that may arise from increased visitor pressures, in particular, on sensitive Natura 2000 habitats. <u>The policy objective has been updated to include this mitigation.</u></p> | <p>The proposed general mitigation is addressed through Chapter 1 in a section entitled Environment and Environmental Appraisal which explicitly states:</p> <ul style="list-style-type: none"> • The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes. • Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network. • At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant. <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| | <p>RPO 55 (former RPO 53)- This policy objective could be strengthened by including criteria to address strategic environmental protection in the retail strategy. <u>This policy has been strengthened to address environmental protection.</u></p> <p>RPO 56 (former RPO 54) – The following additional policy objectives are recommended to support Low Carbon Economy:</p> <p>Specific Climate Policy Objective: (a) 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.</p> <p>(b) 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).</p> <p><u>The policy objective has been updated to include mitigation (a) above.</u></p> <p>Specific Climate Policy Objective: The National Energy Efficiency Action Plan (NEEAP) requires the public sector to show leadership on energy efficiency and a challenging target of 33% improvement in energy efficiency was applied to the public sector. For the purposes of showing ambition and leadership to the wider community, the RSES should include a revision to policy BE2 for all local authority buildings to achieve this target. Suggested wording as follows:</p> <p style="padding-left: 40px;">Support investments in energy efficiency of existing commercial and public building stock with a target of all public buildings and at least one-third of total commercial premises upgraded to BER Rating 'B'. 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). <u>The policy objective has been updated to include this mitigation.</u></p> | <p>Regarding RPO 41 (former RPO 39) Atlantic Economic Corridor, RPO 1 as outlined above addresses the proposed mitigation.</p> <p>Regarding RPO 53 (former RPO 51) Tourism, part (g) addresses the mitigation where it states <i>“Support the relevant authorities in the development of specific monitoring protocols for visitor pressure to ensure that tourism activities are maintained within sustainable limits for the European sites in the region”.</i></p> <p>RPO 54 (former RPO 52) Tourism and the Environment specifically addresses the mitigation and states: <i>“Development of new or enhanced tourism infrastructure and facilities should include an assessment of the environmental sensitivities of the area including an Environmental Impact Assessment (EIA); Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) if required in order to avoid adverse impacts on the receiving environment. Where such tourism infrastructure or facilities are developed, the managing authority/agency should ensure that effective monitoring protocols are put in place to monitor and assess the ongoing effect of tourism on sensitive features with particular focus on natural, archaeological and built heritage assets”</i></p> <p>Regarding RPO 55 (former RPO 53) Retail, retail strategies provide a high level policy guidance for the location of retail development. Environmental considerations regarding the retail hierarchy will be addressed through the lower tiered development plan and local area plan processes and project consent stages. RPO 1 addresses the mitigation required to ensure the appropriate level of environmental assessment is undertaken at these stages.</p> <p>Regarding RPO 56 (former RPO 54) Low Carbon Economy, the proposed mitigation is specifically addressed through</p> <p><i>d) Local authorities will include objectives in statutory land use plans to promote 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, energy</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| | <p>Specific Climate Policy Objective: Within one year of the publication of the RSES, the SRA Climate Action Regional Office will compile a greenhouse gas emissions inventory for the region to allow for planning of strategic mitigation action through a Regional Decarbonisation Plan. The Climate Action Regional Office will 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.</p> <p>Specific Climate Policy Objective: On publication of the first regional emission inventory, the SRA will identify the sectoral emissions and assign a series of sectoral emissions reductions targets for each sector within a 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.</p> <p>RPO 59 (former RPO 57) - A bio-economy feasibility study for the region should be undertaken to identify the area of the potential growth in the region to inform investment in line with the national transition objective to a low carbon climate resilient economy. <u>Policy Objective RPO 55 has been added to the SRA RSES to address this mitigation.</u></p> | <p><i>efficiency in traditional buildings and initiatives to achieve Nearly Zero-Energy Buildings (NZEB) standards in line with the Energy Performance of Buildings Directive (EPBD).</i></p> <p><i>(e): It is an objective to support investments in energy efficiency of existing commercial and public building stock with a target of all public buildings and at least one-third of total commercial premises upgraded to BER Rating 'B'. Local authorities will report annually on energy usage in all public buildings and will achieve a target of 33% improvement in energy efficiency in all buildings in accordance with the National Energy Efficiency Action Plan (NEEAP).</i></p> <p>Regarding RPO 59 (former RPO 57) National Bio Economy Hub in Lisheen, RPO 57 (former RPO 55) National Policy Statement on Bio-Economy addresses the proposed mitigation and states “<i>It is an objective to support the National Policy Statement on Bio-economy (2018), subject to the implementation of mitigation measures outlined in the SEA and AA undertaken where necessary and the exploration of opportunities in the circular resource-efficient economy including undertaking a bio-economy feasibility study for the Region to identify areas of potential growth (including opportunities presented in the EU Bio-economy Strategy updated in 2018 for urban bio-economies and piloting circular bio economy cities) to inform investment in line with the national transition objective to a low carbon climate resilient and circular economy</i>”.</p> |
| | <p><u>Marine & Coastal Assets:</u></p> <p>General Mitigation: Include the need for robust site selection and appropriate environmental assessment to inform decision making in relation to new marine/coastal developments/infrastructure.</p> <p>RPO 77 (former RPO 75): The policy could be more specific about what structures will be put in place to support an integrated approach to CZM. A clear structure for ICZM is needed for the region and</p> | <p>Regarding general mitigation for Marine and Coastal Assets, RPO 1 as outlined above addresses the proposed mitigation.</p> <p>Regarding RPO 77(former RPO 75) Maritime Spatial Planning, the proposed mitigation is addressed through RPO 1, a new specific RPO</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| | <p>demonstrated commitment to collaborate/ co-ordinate between the relevant local authorities (i.e. similar to the Waste Management Strategy) through a committee/ steering group. Also, local policy should encourage an ecosystems services approach to development, located away from coastal areas. Also, a robust feasibility study or plan is required to examine the environmental implication of coastal developments.</p> <p>RPO 77 (former RPO 75): The SRA should consider establishing a working group/sub-committee or other governance structure to promote cross-boundary management of coastal areas within the region. RPO 77 (former RPO 75) and implementation objectives under RPO 229 (former RPOs 221 and RPO 222) allow consideration for such collaborations.</p> <p>RPO 78 (former RPO 76) Suggest referring to 'Maritime' instead of 'Marine'.</p> <p>RPO 78 (former RPO 76) Suggest that this policy refers specifically to the Marine Strategy Framework Development (MSFD) and its Programme of Measures in relation to achieving Good Environmental Status (GES) of marine waters.</p> <p>RPO 79 (former RPO 77) – Policy a) should be extended to make reference to implementation of mitigation measures outlined in the SEA and AA undertaken on SIFP. Add reference requirements to complete SEA and AA processes for future plans in Policy b). <u>The objective has been updated to include "c) Such initiatives shall be subject to the relevant environmental assessment requirements including SEA, EIA SFRA and AA as appropriate.</u></p> <p>RPO 80 (former RPO 78): All development proposals should be subject to feasibility, site/ route selection processes and environmental assessments as appropriate. Appropriate Assessments will be required for proposed developments in close proximity to EU protected and/or other ecologically sensitive areas (e.g. coastal areas are at risk of erosion, loss of habitat, etc. from increased usage by cycle ways,</p> | <p>in Chapter 5 for Flooding and Coastal Erosion which states <i>"It is an objective to support measures (including Integrated Coastal Zone Management) for the management and protection of coastal resources and communities against coastal erosion, flooding and other threats. Statutory land use plans will take account of the risk of coastal erosion "</i>.</p> <p>Further, RPO 77 (former RPO 75) Maritime Spatial Planning states <i>" It is an objective to support the integration of different uses in the marine environment and ensure consistency and alignment between high-level plans such as the National Marine Planning Framework , regional based approaches to maritime spatial planning and localised coastal management plans and local integrated coastal zone management plans. It is important to be cognisant of the need to promote cross-boundary management of coastal areas within the Region. Any development of plans in coastal zones should be informed by the Strategic Flood Risk"</i></p> <p>The proposed mitigation is also addressed through RPO 110 (former RPO 107) Ecosystems Services in Chapter 5 which states <i>"Integrated planning for Ecosystem Services will be incorporated into the preparation of statutory land use plans in the region"</i>.</p> <p>It would not be appropriate for a high level regional objective to integrate specific detail on potential structures and steering groups as a commitment to ICZM.</p> <p>However, RPO 229 Monitoring the Strategy in Chapter 9 states: The Southern Regional Assembly will put in place a robust and transparent monitoring system to ensure that the progress of the</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| | <p>greenways, etc.) <u>The objective has been updated to include “Any supports arising, which result in further expansion of or new enterprise will be subject to the outcomes of the required appraisal, planning and environmental assessment processes”.</u></p> <p>RPO 81 (former RPO 79): Any development proposals or actions should be subject to site suitability/ route selection and environmental assessments. <u>The objective has been updated to include “Robust site selection and environmental feasibility and assessment is required in advance of seeking investment”.</u></p> <p>RPO 81 (former RPO 79): Specific guidance is needed regarding planned or other construction/ development requirements at regional level to control and manage sea fishery harbours and the seafood sector. Such strategic regional development(s) should also be subject to Appropriate Assessment.</p> <p>RPO 82 (former RPO 80): Any development proposals or actions for the seafood sector should have regard to the BIM National Strategic Plan for Aquaculture and the mitigation measures identified for the plan from the SEA process. Site suitability and environmental assessments are also required as part of the existing licensing regime. <u>The objective has been updated to include “Robust site selection and environmental feasibility and assessment is required in advance of seeking investment”.</u></p> <p>RPO 83 & 84 (former RPOs 81&82): Proposals for development and infrastructure will need to be subject to robust site and/or route selection and environmental assessments such as SEA, AA, EIA and EcIA as appropriate. <u>The objectives have been updated to include “Robust site selection and environmental feasibility and assessment is required in advance of seeking investment including all necessary flood risk assessments”.</u></p> | <p>regional objectives are tracked against baseline data at regular intervals during the life of the Strategy. This includes:</p> <ul style="list-style-type: none"> a. Making baseline data available as a shared evidence base, as appropriate, for the Region to local authorities and other public bodies which will inform the preparation and implementation of a local authority’s Development Plans, Local Area Plans and Local Economic and Community Plans; b. Carrying out regular updates of baseline data for monitoring purposes, including integration of baseline data (including environmental data), if available, from other relevant reports, strategies and data repositories; c. Supporting the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on transboundary sites and to address cross-boundary site and species protection; d. Establishing a monitoring committee with cross-sectoral and cross-regional representation to oversee progress and contribute to the process. The process will facilitate the involvement of relevant stakeholders throughout the implementation of the RSES to provide input on progress. <p>The role of the Monitoring Committees will be to oversee the effective delivery of the RSES during the implementation phase, to identify opportunities to drive regional development and leverage appropriate funding and partnership and collaboration opportunities in the Region.</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| | | <p>Regarding RPO 78 (former RPO 76) First Mover in Marine Spatial Planning, this reference is amended to reflect the Draft National Marine Planning Framework.</p> <p>Regarding RPO 79 (former RPO 77) Shannon Estuary and Other Harbour Plans, the proposed mitigation is addressed through RPO 1 and the following parts of RPO 79 (former RPO 77):</p> <ul style="list-style-type: none"> • <i>It is an objective to support and promotes the delivery of the Strategic Development Locations as set out in the SIFP for the Shannon Estuary subject to the implementation of mitigation measures outlined in the SEA and AA undertaken on SIFP and zoned in the Local Authority Development Plans.</i> • <i>Such initiatives shall be subject to the relevant environmental assessment requirements including SEA,EIA SFRA and AA as appropriate</i> <p>Regarding RPO 80 (former RPO 78) Maine Resource and Blue Economy , the proposed mitigation is addressed through RPO 1 and integrated into the objective as follows: <i>It is an objective to support the development of new coalitions amongst productive sector enterprises, coastal communities and public agencies to support the sustainable development of the marine resource and Blue Economy. Any supports arising, which result in further expansion of or new enterprise will be subject to the outcomes of the required appraisal, planning and environmental assessment process..</i></p> <p>Regarding RPO 81 (former RPO 79) Fishery Harbour Centres and Local Authority Harbour, the proposed mitigation is addressed through RPO 1 and integrated into the objective as follows: <i>It is an objective to seek investment in the sustainable development of infrastructure improvements to Fishery Harbour Centres and Local Authority Harbours in the Southern Region. Robust site selection and environmental feasibility and assessment is required in advance of seeking investment.</i></p> |

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| Chapter 5 Environment | <p data-bbox="506 555 1126 579">Transition to a Low Carbon & Climate Resilient Society</p> <p data-bbox="506 608 1245 911">Specific Climate Policy Objective: Within one year of the publication of the RSES, the SRA Climate Action Regional Office will compile a greenhouse gas emissions inventory for the region to allow for planning of strategic mitigation action through a Regional Decarbonisation Plan. The Climate Action Regional Office will 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.</p> <p data-bbox="506 951 1245 1118">Specific Climate Policy Objective: On publication of the first regional emission inventory, the SRA will identify the sectoral emissions and assign a series of sectoral emissions reductions targets for each sector within a 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.</p> <p data-bbox="506 1166 1245 1225">Transition to a Low Carbon Economy & Society – Decarbonisation for the Region</p> <p data-bbox="506 1254 1245 1353">General Mitigation: All development proposals should be subject to feasibility & site selection processes and environmental assessments as appropriate.</p> | <p data-bbox="1263 244 2016 443">Regarding RPO 83 (former RPO 81) Island and Coastal Communities and RPO 84 (former RPO 82) FLAG Development Strategies, the proposed mitigation is addressed through RPO 1 and integration of the following specific mitigation in each objective: <i>Robust site selection and environmental feasibility is required in advance of seeking investment including all necessary flood risk assessments</i>”.</p> <p data-bbox="1263 555 1890 579">Transition to a Low Carbon & Climate Resilient Society</p> <p data-bbox="1263 608 1861 632">The proposed mitigation has been addressed as follows.</p> <p data-bbox="1263 660 2016 927">The narrative in Chapter 5 is strengthened to state at regional and local level, we need to focus on the ability of the system in all its component parts to anticipate, accommodate and recover the effects of hazardous impacts, including the integration of emergency planning into climate change adaptation. The next step is to develop this approach in partnership with the Climate Action Regional Offices (CARO) and the local authorities who have all adopted Climate Adaptation Strategies.</p> <p data-bbox="1263 951 2016 1050">The <i>National Adaptation Framework</i> focuses on short-term and long-term responses to climate change by taking a cross-cutting themed approach for all key sectors of Government, society and the economy:</p> <ul data-bbox="1263 1070 1850 1190" style="list-style-type: none"> • Natural and Cultural Capital; • Critical infrastructure; • Water resources and Flood Risk Management; • Public Health. <p data-bbox="1263 1222 2016 1353">The Regional Assembly has a key role to adopt a joint regional approach to adaptation planning in partnership with CARO and the local authorities, where there are opportunities to share knowledge, experience and resources or to avail of economies of scale.</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| | <p>RPO 92 (former RPO 88) - The Local Authority County Development Plans and Local Area Plans need to be cognisant of the phasing of the growth of the renewable electricity fraction both nationally and in the region to ensure that any growth on EV within the fleet maintains pace with the growth in renewables.</p> <p>Resource Efficiency</p> <p>General Mitigation:</p> <ul style="list-style-type: none"> ▪ Proposals for development and infrastructure will need to be subject to robust site and/or route selection and environmental assessments such as SEA, AA, EIA and EclA as appropriate. ▪ A regional landscape strategy should be developed to support delivery of projects within the Region. <p>RPO 99 (former RPO 95): This policy objective should reference the Wind Energy Guidelines.</p> <p>Circular Economy / Waste Efficiency</p> <p>General Mitigation: Proposals for development and infrastructure will need to be subject to robust site and/or route selection and environmental assessments such as SEA, AA, EIA and EclA as appropriate.</p> <p>Water Resource and Flooding</p> <p>General Mitigation</p> <ul style="list-style-type: none"> ▪ Avoid inappropriate development in areas at risk of flooding and integrate sustainable water management solutions (such as SUDS, non-porous surfacing and green roofs) to create safe places in accordance with the <i>Planning System and Flood Risk Assessment Guidelines for Local Authorities (2009)</i>. ▪ SRA will work with local authorities, OPW and other relevant Departments and agencies to implement the recommendations of the CFRAM programme to ensure that | <p>Regarding the structure and brief for the work of the CAROs, a high level regional objective will not set out a specific brief or structures which will evolve through the work of the CARO with each Local Authority in the implementation of Climate Adaptation Strategies.</p> <p>The narrative of Chapter 5 has also been strengthened to address the urgency of climate change and actions required under the Climate Action Plan 2019.</p> <p>A new RPO is included in Chapter 5 entitled Building Resilience to Climate Change and states:</p> <p><i>(a): It is an objective to support measures to build resilience to climate change throughout the Region to address impact reduction, adaptive capacity, awareness raising, providing for nature-based solutions and emergency planning;</i></p> <p><i>(b): Local Authorities and other public agencies will continue to work with the Office of Public Works to implement the Flood Risk Management Plans and address existing and potential future flood risks arising from coastal, fluvial, pluvial, groundwater and potential sources of flood risk.</i></p> <p>Further, a new RPO is also included in Chapter 5 entitled Regional Decarbonisation and states <i>“It is an objective to develop a Regional De-carbonisation Plan to provide a framework for action on de-carbonisation across all sectors. The Plan will include existing and future targets for each sector. Implementation mechanisms and monitoring structures will be established with stakeholders, including the Climate Action Regional Offices, following the adoption of the RSES to identify the scope and role of the Plan, the requirements for SEA, AA and the timescale for its preparation”.</i></p> <p>The mitigation is assisted through RPOs in Chapter 9 for monitoring the strategy which state the SRA will establishing a monitoring committee with cross-sectoral and cross-regional representation to oversee progress and contribute to the process. The process will facilitate the involvement of relevant stakeholders throughout the implementation of the RSES to provide input on progress</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| | <p>flood risk management policies and infrastructure are progressively implemented.</p> <p>RPO 121 (former RPO 115): Noted that point c) duplicates the SuDS policy under RPO 122 (former RPO 116). <u>This duplication has been addressed.</u></p> <p>RPO 123 (former RPO 117): Suggested text amendment to reference specific guidance which will help address the integration of water issues with planning: <i>“The RSES recognises that planning is critically important to the management of water resources. It is an objective of the RSES to encourage the better integration of water issues into Planning Authority land use plans and strategies, and having regard to the forthcoming high level guidance for planning authorities on the integration of land use planning with river basin management planning.”</i> <u>This objective has been amended to address some of this wording.</u></p> <p>RPO 121 (former RPO 115) , RPO 122 & 123 (former RPO 116&117) It is noted there are two sets of policies under the headings <i>River Basin Management Plan</i> and <i>River Basin Management Plan and Spatial Planning</i> – suggestion that these could be collated under one heading/ section. Alternatively the <i>River Basin Management Plan</i> heading could be renamed to reflect the collaborative theme of this group of policies, as the Floods Directive is referenced here along with the RBMP. In either case, the MSFD should also be referenced in terms of opportunities for collaboration, particularly with respect to transboundary issues e.g. shared waters with EMRA and NWRA. <u>This suggested change has been addressed.</u></p> <p>General Mitigation: Suggestion to reorder the chapters to collate the water-related policies under one section and their respective headings/ legislative base i.e. Water (surface and groundwater - WFD and RBMP/ water quality), and Marine Waters/ Coastal Assets (MSFD and MSP), and Flood Risk Management. <u>This suggested change has been addressed.</u></p> | <p>Transition to a Low Carbon Economy & Society – Decarbonisation for the Region</p> <p>Regarding general mitigation, RPO 1 applies.</p> <p>Further, RPO 92 (former RPO 88) Electric Vehicle Infrastructure, the recommendation for development plan and local area plan processes is included in part (b) of this RPO.</p> |

Green Infrastructure

RPO 124 (former RPO 118)

- Ecological corridors need to be protected; consider rewording point a) to recognise the necessity of protecting such corridors and by including a reference to having regard to Article 10 of the Habitats Directive, whereby “*Member States shall also endeavour to encourage the management of features of the landscape that support the Natura 2000 network.*” This objective has been amended to address this mitigation.
- Suggest that the order of points b) and c) are flipped to first state the requirement for GI to be included in land use plans, followed by the protection/enhancement objective. The objective has been amended.
- Suggested text addition: “*All Development Plans and Local Area Plans shall protect, enhance, provide and manage Green Infrastructure in an integrated and coherent manner addressing the themes of biodiversity protection, water management and climate action; 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.*” The objective has been updated to include this mitigation.
- The objectives should have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species. Objective RPO 229 for monitoring and implementing the RSES is intended to address this mitigation. Also, a map of potential strategic GI networks that considers ecological sensitivities is required to prevent habitat fragmentation and/ or loss. Appropriate Assessments will be required for proposed developments in close proximity to EU protected and/ or other ecologically sensitive areas (e.g. coastal areas are at risk of erosion, loss of habitat, etc. from increased usage by cycle ways, greenways, etc.). Objective RPO 229 for monitoring and implementing the RSES addresses this mitigation.

RPO 125 (former RPO 119):

Resource Efficiency

General mitigation is addressed by RPO 1.

A Regional Landscape Strategy is addressed through RPO 129 (former RPO 123) where it States :

It is an objective to develop a Regional Landscape Strategy to facilitate landscape protection, management and change through undertaking a Regional Landscape Assessment and Landscape Character Map and Development of guidance on local landscape character assessments, (including urban and historic landscape characterisation) to ensure a consistent approach to landscape character assessment, particularly across planning and administrative boundaries. The Regional Landscape Character Assessment should also address the characterisation of our Seascapes and Coastal Areas. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Regional Landscape Strategy for the Southern Region and the timescale for its preparation”.

Regarding RPO 99 (former RPO 95), the objective includes reference to national Wind Energy Guidelines.

Circular Economy / Waste Efficiency

Proposed mitigation is addressed through RPO 1.

Water Resource and Flooding

General mitigation is addressed through the inclusion of RPOs 113-123 (former RPOs 108-117), specifically RPO 113 (former RPO 108)

Include a requirement development proposals and infrastructural management plans to be subject to feasibility and site/route selection studies. RPO 1 includes this mitigation.

Biodiversity

RPO 125 (former RPO 119): Include a requirement development proposals and infrastructural management plans to be subject to feasibility and site/route selection studies.

RPO 126 (former RPO 120): Suggested text addition: “*The RSES promotes biodiversity protection through promoting the integration of Green Infrastructure (GI) and ecosystem services including landscape, heritage and biodiversity, and management of invasive and alien species, in the preparation of statutory and non-statutory land use plans.*” This text has been added to the objective.

RPO 126 (former RPO 120): Alter text in point c) from ‘Habitats Directive Assessment’ to ‘Appropriate Assessment’. This text has been amended in the objective.

RPO 129 (former RPO 123): Suggested text alteration: “*Develop a Regional Landscape Strategy to facilitate landscape protection, management and change through undertaking a Regional Landscape Character Assessment and Landscape Character Map and development of guidance on local landscape character assessments...*” This text has been amended in the objective.

RPO 129 (former RPO 123): While it is welcomed that a Regional Landscape Character Assessment (LCA) will be supported, it must be noted that a significant amount of development has occurred in the region in the absence of a National Landscape Character Assessment in the intervening years since the publication of the National Landscape Strategy. As such, greater clarity is needed on the actions needed to progress a Regional LCA, guidance and timelines established.

Water

Floods Directive which states : *It is an objective to support, at a regional level, the implementation of the Floods Directive to manage flood risks. It is an objective to encourage collaboration between local authorities, the OPW and other relevant Departments and agencies to implement the recommendations of the Catchment Flood Risk Assessment and Management (CFRAM) programme to ensure that flood risk management policies and infrastructure are progressively implemented.*

Regarding RPO 123 (former RPO 117) River Basin Management Plan and Spatial Planning, the objective states:

(a): *The RSES recognises that planning is critically important to the management of water resources. It is an objective to encourage the better integration of water issues into Planning Authority land-use plans and strategies.*

(b): *It is an objective to encourage the integration of river corridors with green infrastructure in settlements. The guidance document “Planning for Watercourses in the Urban Environment” published by Inland Fisheries Ireland provides an integrated watercourse protection strategy.*

RPO 121 (former RPO 115) River Basin Management Plan is focused on collaborative approaches, including inter-regional approaches for successful implementation of the RBMP and WFD. The heading is amended to reflect collaborative approaches. RPO 123 (former RPO 117) River Basin Management Plan and Spatial Planning is focused on the sustainable management of watercourses through improved approaches in land use plans and strategies, and therefore warrants a separate RPO.

The National Marine Planning Framework is addressed in Chapter 4, integrated with sections on the marine economy. Water resources and water quality are now merged with water resources and flooding in

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| | <p>RPO 111 (former RPO 124) Suggested text amendments in italics: “The RSES supports commitments to achieve and maintain at least <i>Good status, and no deterioration of status</i>, for all water bodies under the Marine Strategy Framework Directive <i>and its Programme of Measures</i>, and the Water Framework Directive and the River Basin Management Plan.” <u>The suggested changes have been made to the objective.</u></p> <p>Air Quality</p> <p>Suggest removing the first sentence “<i>Reducing particulate matter in air is a key health target for the Southern Region</i>”; the objective for improving air quality covers particulate matter. <u>The objective has been amended to reflect this change.</u></p> <p>Add policy amendment in italics: “<i>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.</i>” <u>Wording of this nature has been added to this policy.</u></p> <p>Noise</p> <p>While this policy is positive, residential noise regulations are currently inadequate for home owners and need to be addressed in light of increased consolidation of residential urban areas. A review is required that presents tangible ways to improve the current regulations.</p> | <p>Chapter 5 in the same section for more effective cross reference between the RPOs under the theme of water resources.</p> <p>Green Infrastructure</p> <p>RPO 124 (former RPO 118) Green Infrastructure integrates the proposed mitigation by specifically stating that the <i>RSES recognises the necessity of protecting such corridors and to necessity to encourage the management of features of the landscape that support the Natura 2000 Network.</i></p> <p>The order of points b) and c) are in sequence as recommended:</p> <p><i>b): Green infrastructure will be integrated into the preparation of statutory land-use plans in the Region, which will include identifying Green infrastructure and strengthening this network</i></p> <p><i>c) : All Development Plans and Local Area Plans will protect, enhance, provide and manage Green infrastructure in an integrated and coherent manner addressing the themes of biodiversity protection, water management and climate action; 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</i></p> <p>Chapter 9 includes a specific objective for Monitoring the Strategy which addresses the proposed mitigation and states:</p> <p><i>The Southern Regional Assembly will put in place a robust and transparent monitoring system to ensure that the progress of the regional objectives are tracked against baseline data at regular intervals during the life of the Strategy. This includes:</i></p> <p><i>a. Making baseline data available as a shared evidence base, as appropriate, for the Region to local authorities and other public bodies</i></p> |

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| | | <p><i>which will inform the preparation and implementation of a local authority's Development Plans, Local Area Plans and Local Economic and Community Plans;</i></p> <p><i>b. Carrying out regular updates of baseline data for monitoring purposes, including integration of baseline data (including environmental data) , if available, from other relevant reports, strategies and data repositories;</i></p> <p><i>c. Supporting the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on transboundary sites and to address cross-boundary site and species protection</i></p> <p>Regarding RPO 125 (former RPO 119) Green Infrastructure Corridors, RPO 1 addresses the proposed mitigation.</p> <p>Biodiversity</p> <p>RPO 126 (former RPO 120) addresses the mitigation and specifically states in Part (a): <i>Promote biodiversity protection and habitat connectivity both within protected areas and in the landscape through promoting the integration of green infrastructure and ecosystem services, including landscape, heritage, biodiversity and management of invasive and alien species in the preparation of statutory and non-statutory land-use plans.</i></p> |

The RSES recognises the role of the National Biodiversity Data Centre through its Citizen Science initiatives.

Part (c) states: Ensure that local authorities to carry out required screening of proposed projects and any draft land-use plan or amendment/variation to any such plan for any potential ecological impact on areas designated or proposed for inclusion as Natura 2000/European Sites and will decide if an Appropriate Assessment is necessary, of the potential impacts of the project or plan on the conservation objectives of any Natura 2000/European Site.

A Regional Landscape Strategy is addressed through RPO 129 (former RPO 123) where it States :

It is an objective to develop a Regional Landscape Strategy to facilitate landscape protection, management and change through undertaking a Regional Landscape Assessment and Landscape Character Map and Development of guidance on local landscape character assessments, (including urban and historic landscape characterisation) to ensure a consistent approach to landscape character assessment, particularly across planning and administrative boundaries. The Regional Landscape Character Assessment should also address the characterisation of our Seascapes and Coastal Areas. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Regional Landscape Strategy for the Southern Region and the timescale for its preparation”.

Water

The proposed mitigation is addressed through RPO 112 (former RPO 125) Water Quality which states :

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| | | <p><i>It is an objective to support commitments to achieve and maintain “At Least Good” status, except where more stringent obligations are required, and no deterioration of status for all water bodies under the Marine Strategy Framework Directive and its programme of measures, the Water Framework Directive and the River Basin Management Plan. Key challenges include, inter alia, the need to address significant deficits in urban waste-water treatment and water supply, addressing flooding and increased flood risks from extreme weather events and increased intense rainfall because of climate change.</i></p> <p>Air Quality</p> <p>The proposed mitigation is addressed through RPO 130 (former RPO 126) Air Quality which states:</p> <p>(a) <i>Improve and maintain good air quality and help prevent harmful effects on human health and the environment in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions and promotion of measures that improve air quality including provision and management of green areas and vegetation</i></p> <p>(b) <i>Support local data collection in the development of air quality monitoring and to investigate the merits of creating a regional air quality and greenhouse gas emissions.</i></p> <p>Noise</p> <p>The positive inclusion of RPO 131 (former RPO 127) Noise is noted and the requirement for improved national regulations is beyond the remit of the objective. The RPO in Chapter 9 for Monitoring the Strategy will assist effective implementation and integration of improved baseline data and standards as they arise nationally.</p> |

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| Chapter 6 Connectivity | <p>General Mitigation: Include the text “<i>Development proposals will be subject to environmental assessment and feasibility where assessment has not already taken place</i>” as a specific policy in Section 5.5.3. <u>This mitigation is included in RPO 1.</u></p> <p>RPO 135 (former RPO 131) - development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (EIA, AA, EclA) as appropriate. <u>This mitigation is included in RPO 1.</u></p> <p>RPO 141 (former RPO 136): Policy should include rail options for consideration and consultation with rail authorities also. <u>The objective was amended to include rail.</u></p> <p>RPO 142 (former RPO 137): Any plans to facilitate growth and port access must first ensure that it will not have any adverse effects on the integrity of European Sites.</p> <p>RPO 143 (former RPO 138): Policy should include a consideration of all modes when facilitating landside access, not just road options.</p> <p>RPO 143 (former RPO 138): Suggested policy amendment: “<i>The critical role of the SR’s international gateways will be protected by ensuring that local land use policies facilitate and do not undermine their functions, and their landside access capacity, subject to consideration of environmental concerns including water quality, flood risks, human health, natural and built heritage.</i>” <u>This objective has been amended.</u></p> <p>RPO 147 (former RPO 142): Include a specific policy: “<i>In recognising the opportunity to harness Ireland’s ocean potential, particular regard should be given to the Marine Strategy Framework Directive and Ireland’s Programme of Measures, as well as Ireland’s forthcoming Maritime Spatial Plan [due 2021].</i>” <u>The objective has been amended to address this text.</u></p> | <p>Regarding RPO 135 (former RPO 131) High Quality High Capacity International Digital Transmission, the proposed mitigation is addressed through RPO 1.</p> <p>Regarding RPO 141 (former RPO 136) Regional Freight Strategy, the proposed mitigation is addressed in the objective as follows:</p> <p><i>To support the development of a RSES Regional Freight Strategy which includes the consideration of rail freight, the asset of our region’s rail network and innovations in the freight handling and transport sector potential for electrification, lower carbon fuels and technology to be prepared by the relevant stakeholders through consultation with the Department of Transport, Tourism and Sports, Transport Infrastructure Ireland, National Transport Authority, Local Authorities, Irish Rail, relevant delivery agencies and the port and airport authorities. Support the feasibility of delivering a national rail freight and passenger hub in the region and reinstatement of freight lines on our region’s rail network. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Regional Freight Strategy and the timescale for its preparation. The requirements of the SEA and Habitats Directives will be considered, as appropriate, in relation to a Regional Freight Strategy</i></p> <p>Regarding RPO 142 (former RPO 137) Ports, The proposed mitigation is addressed through RPO 1 and part (f) of the objective which specifically states “<i>Development proposals will be subject to environmental assessment, implementation of mitigation measures outlined in applicable SEAs and AAs and feasibility studies to establish that any expansions can be achieved without adverse effects</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| | <p>RPO 147 (former RPO 142): Include a specific requirement to undertake feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC. <u>The objective has been amended to include this text.</u></p> <p>RPO 147 (former RPO 142): Amend policy text to include: “<i>Harness economic opportunities from the ocean economy and the role of Ports in the region in realising the full potential of the ocean economy. Particular regard should be had to the Government’s integrated plan for the marine industry – Harnessing Our Ocean Wealth (2012), the National Marine Research and Innovation Strategy 2017-2021 (Marine Institute Ireland, 2017), and Ireland’s Ocean Economy (NUIG, 2017), as well as the Marine Strategy Framework Directive and Ireland’s Programme of Measures; and Ireland’s forthcoming Maritime Spatial Plan [due 2021].</i>” <u>The objective has been amended to include this text.</u></p> <p>RPO 147 (former RPO 142): Include a specific requirement to undertake a feasibility study to determine different options for renewable energy development at ports. Proposals should subject to robust site selection studies and environmental assessments.</p> <p>RPO 147 (former RPO 142): The approach to port development in the SR must adhere to the European Commission guidelines on the <i>Implementation of the Birds and Habitats Directives in Estuaries and Coastal Zones</i> in order to protect the European Sites around them. <u>The objective has been amended to include this text.</u></p> <p>RPO 148 (former RPO 143): Include an objective to encourage environmental assessment of airport masterplans to better inform land use planning and environmental protection in the region.</p> <p>RPO 148 (former RPO 143): Include an objective to engage with DTTAS to ensure timely delivery of the legislation implementing Regulation (EU) 598/2014. <u>The objective has been amended to include this text.</u></p> | <p><i>on any European sites and within the carrying capacity of the receiving environment of the ports”</i></p> <p>Regarding RPO 143 (former RPO 138 Ports and Airports), the proposed mitigation is addressed in the RPO as follows:</p> <p><i>The critical role of the Region’s port and airport assets will be protected by ensuring that local land-use policies subject to required planning and environmental processes facilitate and do not undermine their functions, and their landside access capacity, subject to consideration of environmental concerns including water quality, flood risks, human health, natural and built heritage</i></p> <p>Regarding proposed mitigation for RPO 147 (former RPO 142) Economic Opportunities for Ports, this is addressed through the objective specifically where it states:</p> <p><i>Harness sustainable economic opportunities from the ocean economy and the role of Ports in the region in realising the full potential of the ocean economy. Particular regard should be had to the Government’s integrated plan for the marine industry – Harnessing Our Ocean Wealth (2012), the National Marine Research and Innovation Strategy 2017-2021 (Marine Institute Ireland, 2017), and Ireland’s Ocean Economy (NUIG, 2017), as well as the Marine Strategy Framework Directive and Ireland’s Programme of Measures; and Ireland’s forthcoming National Marine Planning Framework subject to the implementation of mitigation measures outlined in the SEA and AA undertaken where necessary;</i></p> <p><i>Undertake feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC</i></p> <p><i>Port development in the region must adhere to the European Commission guidelines on the Implementation of the Birds and Habitats Directives in Estuaries and Coastal Zones in order to protect the European Sites around them</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| | <p><u>Regional Transport Planning</u></p> | <p><i>Any economic activity which utilises the marine resource will also have regard to Ireland’s obligations under the Marine Strategy Framework Directive (MSFD) which requires achieving and maintaining Good Environmental Status (GES) of coastal and marine waters (comprising both the water column and the seabed beneath it).</i></p> |
| | <p>RPO 151 (former RPO 146): Include a principle to link areas of employment and residence in areas where there is no public transport. <u>The objective has been amended to include this mitigation in principle.</u></p> | <p>Regarding RPO 148 (former RPO 143) National Aviation Policy, the proposed mitigation is addressed through RPO 1, sub part (c) of RPO 148 (former RPO 143) which states “<i>To engage with DTTAS to ensure timely delivery of the legislation implementing Regulation (EU) 598/2014 relating to noise</i>”.</p> |
| | <p>RPO 151 (former RPO 146): There is merit in including a principle which also encourages a shift to alternative fuels e.g. a requirement for EV charging points could also be considered to ensure support a shift to more low carbon vehicles where they are needed. The principles also need to include a maximum walking/ cycling distance for any new residential and employment development to prevent ‘creep’ of residential housing to areas which are realistically not close enough to relevant basic public services. <u>These principles have been added to this objective.</u></p> | <p><u>Regional Transport Planning</u></p> |
| | <p>RPO 155 (former RPO 150): this policy should outline specific actions for management and enhancement, as well as the responsible authority for each i.e. SRA, NTA etc. Furthermore the RO should include a requirement for robust feasibility studies and site/ route selection as the most effective manner to reduce impacts on the environment from such enhancements with particular attention paid to demand management and overall systems management options. An RO which seeks to proactively engage with the key stakeholders for land transport would be a positive addition. <u>This objective has been amended to include this mitigation in principle.</u></p> | <p>Regarding RPO 151 (former RPO 146) Integration of land use and transport, the proposed mitigation is addressed through the following specific sections of the objective:</p> |
| | <p>RPO 153 (former RPO 148): Include a requirement for lower-tier plans to consider all alternative modes and public transport options in tandem with traffic demand options. <u>This policy has been amended to include this mitigation.</u></p> | <p><i>New employment and residential development will be consolidated and intensified in a manner which renders it serviceable by public transport and ensures that it is highly accessible, by walking, cycling and public transport. Within the Metropolitan Areas of Cork, Limerick and Waterford, except in limited planned circumstances, trip intensive developments or significant levels of development will not occur in locations which are not well served by existing or proposed high capacity public transport</i></p> |
| | <p>RPO 157 (former RPO 152): As NPF policy NPO75 requires that all plans arising from the framework will be subject to SEA and AA, RPO 157 (former RPO 152) should be amended to include: “<i>LTP’s will be</i></p> | <p><i>Infrastructure for Electric Vehicles will be integrated into developments</i></p> <p>Further, RPO 91 (former RPO 87) Decarbonisation in the Transport Sector and RPO 92 (former RPO 88) EV Infrastructure address the mitigation.</p> <p>The lower tiered plans in the hierarchy are best placed to progress sustainable principles under RPO 151 (former RPO 146 regarding maximum walking/cycling distance as such standards require a local</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSEs? |
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| | <p><i>subject to further environmental assessment at local level.” <u>This mitigation has been included in RPO 157 (former RPO 152).</u></i></p> <p>RPO 157 (former RPO 152): Include a requirement for LTP’s to have consideration of the DTTAS <i>National Policy Framework for Alternative Fuels Infrastructure for Transport 2017-2030</i>. <u>The policy has been amended to include this requirement.</u></p> <p>RPO 157 (former RPO 152): A parallel objective which promotes the use of electric vehicles as a way to tackle connectivity and climate change should also be considered for inclusion, where LTP’s also consider the distribution and capacity of charging infrastructure to encourage uptake. <u>The policy has been amended to include this requirement.</u></p> <p>RPO 152 (former RPO 147): Suggested policy amendment: <i>“Planning at the local level should prioritise walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services, and other services at the local level such as schools.”</i> <u>The wording has been added to the objective.</u></p> <p>RPO 159 (former RPO 154): The objective could be strengthened by outlining specific actions for what it means for transport to meet the needs of an ageing population. A best practice note on how best to achieve this in county and lower level planning with international best practice examples and stakeholder engagement should be considered.</p> <p><u>Sustainable Mobility</u></p> <p>General: All of the above cited ROs related to transport investment priorities should be pre-faced by the following text: ... <i>subject to the required appraisal, planning and environmental assessment processes.</i> <u>This mitigation has been added to the policies as noted below.</u></p> | <p>level of analysis for effective implementation. RPO 165 (former RPO 157) Higher Densities. RPO 174 (former RPO 166) Walking and Cycling and in addition RPO 176 (former RPO 168) 10 Minute city and town concepts support the principle of the mitigation.</p> <p>Further, a new RPO in Chapter 6 to achieve Sustainable Mobility Targets in lower tiered plans will support the mitigation.</p> <p>Regarding RPO 152 (former RPO 147) Local Planning Objectives, the proposed mitigation is addressed by the integration of the following text in the objective:</p> <p><i>Planning at the local level will prioritise walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services, and other services at the local level such as schools</i></p> <p>Regarding RPO 153 (former RPO 148) Capacity of Inter-Urban Road Connections, the proposed mitigation is addressed as follows:</p> <p><i>Protect, improve and maintain the operation of the National and Strategic Regional inter-urban road connections within and between the cities, settlements, ports and airports by providing effective policies in Local Authority County Development Plans (CDP), Local Area Plans (LAP) and Strategic Development Zones (SDZs) promoting effective traffic management and transport demand management. It is a requirement for CDP’s, LAP’s and SDZ’s to consider all alternative modes and public transport options in tandem with traffic demand options.</i></p> <p>Regarding RPO 155 (former RPO 150) Managing the Region’s Transport Assets, RPO 1 applies. Additionally, the proposed mitigation is integrated by the following text:</p> <ul style="list-style-type: none"> <i>The capacity and safety of the region’s strategic land transport networks will be managed and enhanced including through the management of travel demand to ensure their optimal use.</i> |

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| | <p>General: Include a clear objective to prevent the spread of invasive and alien species within the region. <u>Objective RPO 127 (former RPO 121) addresses the survey and control of invasive alien species.</u></p> <p>General: There are numerous references to supporting investment in the Strategic Investment Priorities under the National Development Plan. As the NDP is not on a statutory footing and has not undergone environmental assessment, it is recommended that reference is made to the NPF instead and from which the NSO's are referenced.</p> <p>RPO 160 (former RPO 155): Suggested rewording: <i>“Support the delivery of sustainable Strategic Investment Priorities (SIP)-to achieve NSO: Sustainable Mobility.”</i> <u>The wording in this objective has been amended.</u></p> <p>RPO 160 (former RPO 155): Suggest replacing the word ‘carbon’ with ‘fossil’: <i>“Reduction in the use of fossil fuels for public transport and increasing use of technology and green energy sources to pursue low emission public transport fleets;”</i> <u>The wording in this objective has been amended.</u></p> <p>RPO 164 (former RPO 156): The Metropolitan Area Strategic Transport Strategies should undergo SEA and AA as per NPF objective NPO75. <u>This mitigation has been added to the objective.</u></p> <p>RPO 167 (former RPO 159): Suggested rewording: <i>“Support the provision of the following National Road Projects delivered during the period up to 2027 to achieve NSO: Enhanced Regional Accessibility, subject to the required appraisal, planning and environmental assessment processes.”</i> <u>This mitigation has been added to the objective.</u></p> <p>RPO 167 (former RPO 159): Recommend appending the list of projects ‘which are proceeding to construction’ to the preceding project list (M20 to M11), and removing the following: <i>“The following sections of the national road network will be progressed through pre-appraisal and early planning during 2018 to prioritise projects which are</i></p> | <p><i>Enhancement to existing land transport networks will be subject to robust feasibility, route selection, environmental assessment and planning processes that reduce impacts on the environment</i></p> <ul style="list-style-type: none"> <i>Promote engagement between local authorities, stakeholder agencies and government departments for effective management of the region’s strategic land transport networks</i> <p>Regarding RPO 157 (former RPO 152) Local Transport Plans, the proposed migration is addressed by RPO 1 and in addition, RPO 157 (former RPO 152 includes the following text:</p> <p><i>LTPs will be subject to further environmental assessment at local level as part of the Local area plan process</i></p> <p><i>LTPs will take into consideration the DTTAS National Policy Framework for Alternative Fuels Infrastructure for Transport 2017-2030</i></p> <p><i>LTPs will include provision for infrastructure for electric vehicles</i></p> <p>Further, RPO 91 (former RPO 87 Decarbonisation in the Transport Sector and RPO 92 (former RPO 88 EV Infrastructure address the mitigation.</p> <p>Regarding RPO 159 (former RPO 154) Role of Transport in Enabling Access for All, the proposed mitigation is addressed through complimentary content in Chapter 7, specifically RPO 181 (former RPO 173) Equal Access and RPO 182 (former RPO 174) Ageing Population.</p> <p><u>Sustainable Mobility</u></p> <p>Regarding RPO 160 (former RPO 155) Smart and Sustainable Mobility, the objective seeks to deliver on NSO: Sustainable Mobility subject to the required appraisal, planning and environmental assessment</p> |

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| | <p><i>proceeding to construction in the National Development Plan.” <u>The wording in this Objective has been updated.</u></i></p> <p>RPO 170 (former RPO 162): Include the following text amendment to the policy: <i>“Seek investment in the maintenance, improvement and strengthening of rail networks in the SR, subject to appropriate environmental assessment and the outcome of the planning process, including.” <u>The wording in this objective has been updated.</u></i></p> <p>RPO 171 (former RPO 163): Include the following text amendment to the policy: <i>“Seek Investment in the sustainable development of bus networks in the region focused on the following, subject to appropriate environmental assessment and the outcome of the planning process, during the period of the RSES.” <u>The wording in this objective has been updated.</u></i></p> <p>RPO 174 (former RPO 166): Specific reference to the requirement for environmental assessment should be included as part of the policy: <i>“The following walking and cycling objectives will guide investment in the SR, subject to the required appraisal, planning and environmental assessment processes.” <u>This mitigation has been added to the objective.</u></i></p> <p>The Metropolitan Cycle Plans should undergo SEA and AA as per NPF objective NPO75. <u>This mitigation has been added to the objective.</u></p> <p>Investment priorities for cycleways, blueways and greenways should require a commitment to feasibility and route selection studies with a view to identifying and subsequently avoiding high sensitivity feeding or nesting points for birds and other sensitive fauna. <u>This mitigation has been added to the objective.</u></p> <p>Inclusion of a specific policy which requires a buffer distance to be maintained from coastal areas, particularly those subject to current and future erosion, as well as rivers and canals to ensure protection of riparian zones. <u>This mitigation has been added to the objective.</u></p> | <p>processes. The objective addresses the proposed mitigation by including:</p> <p><i>Reduction in the use of fossil fuels for public transport and increasing use of technology and green energy sources to pursue low emission public transport fleets</i></p> <p>Regarding RPO 164 (former RPO 156) Metropolitan Area Transport Strategies, the proposed mitigation is addressed by including in the objective the requirement that <i>“Metropolitan Area Transport Strategies will undergo SEA and AA as per NPF objective NPO75”</i></p> <p>Regarding RPO 167 (former RPO 159) National Road Projects and RPO 168 (former RPO 160) Regional and Local Road Projects, reference to the National Development Plan is necessary to clarify those projects identified as priorities for delivery of the NPF. Mitigation is addressed through RPO 1 which requires that investment priorities supported through the RPOs in Chapter 6 are subject to:</p> <ul style="list-style-type: none"> • Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network. • At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant. <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to</p> |

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| | | <p>consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>The requirement that the progression of any national, regional or local road projects are subject to robust feasibility studies, site/route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes is explicitly stated in RPO 167 (former RPO 159 National Road Projects and RPO 168 (former RPO 160 Regional and Local Road Projects.</p> <p>Regarding RPO 170 (former RPO 162) Rail, the proposed mitigation is specifically addressed in the introduction to the RPO where it states: <i>To seek to strengthen investment in the maintenance, improvement and strengthening of the rail network in the Region subject to appropriate environmental assessment and the outcome of the planning process.</i></p> <p>Regarding RPO 171 (former RPO 163) Bus, the proposed mitigation is specifically addressed in the introduction to the RPO where it states: <i>Through the functions of the NTA, seek the development of bus networks in the region focused on the following subject to appropriate environmental assessment and the outcome of the planning process, during the period of the RSES</i></p> <p>Regarding RPO 174 (former RPO 166) Walking and Cycling , the proposed mitigation is addressed through the objective where it states:</p> |

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| | | <p><i>Delivery of the cycle network set out in the three regional cities' metropolitan area Cycle Network Plans, inclusive of key commuter routes and greenways subject to SEA and AA where required.</i></p> <p><i>Delivery of cycle routes, Greenway and Blueway corridor projects to subject to appropriate site selection and environmental assessment processes.</i></p> <p><i>Support sustainable pedestrian and cyclist greenway initiatives and the potential for inter connections between greenways subject to robust site selection processes and environmental assessment processes.</i></p> <p><i>A buffer distance will be maintained between walking, cycling, Greenway and Blueway corridors and from coastal areas, particularly those subject to current and future erosion, as well as rivers and canals to ensure protection of riparian zones.</i></p> <p><i>Such initiatives will commit to feasibility and route selection studies with a view to identifying and subsequently avoiding high sensitivity feeding or nesting points for birds and other sensitive fauna</i></p> <p>In addition, RPO 201 (former RPO 193) Greenway and Blueway Corridors in Chapter 7 sets out robust mitigation where it states:</p> <p><i>Proposals for investment in walking and cycling facilities, greenway and blueway corridors should be based on rigorous site/route selection studies and Local Authorities should ensure that decision-making in relation to such developments is informed by an appropriate level of environmental assessment, including all necessary reports to assess the potential impact on designated European sites and on biodiversity outside of formal protections such that proposed development does not contribute to loss of biodiversity</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| Chapter 7 Quality of Life | <p>General Mitigation: Include the need for robust site selection and appropriate environmental assessment to inform decision making in relation to new developments/infrastructure.</p> <p>RPO 182 (former RPO 174) - This objective could be strengthened by outlining specific actions for what it means for transport, housing and facilities to meet the needs of an ageing population. A best practice note on how best to achieve this in county and lower level planning with international best practice examples and stakeholder engagement should be considered.</p> <p>RPO 185 (former RPO 177) - Include the need for robust site selection and appropriate environmental assessment to inform decision making in relation to new school sites. <u>The wording of this objective has been amended to incorporate “appropriate level of environmental assessment”.</u></p> <p>General: Inclusion of an RPO that specifically references and is inclusive of archaeology and architectural heritage, as well as landscape. The objective could be strengthened by provision of specific actions to ensure any development is supported by a quality site/route selection process that addresses environmental concerns such as landscape, cultural heritage and biodiversity as a minimum. <u>Note RPO RPO 206 (former 198) and RPO 207 (former RPO 199) in addition to RPO 1 address this mitigation.</u></p> <p>RPO 192 (former RPO 184): Guidelines should be developed to support an assist the efficient roll out and delivery of national broadband.</p> <p>RPO 196 (former RPO 188): development proposals should be subject to feasibility studies and robust site/route selection and environmental assessments (EIA, AA, EclA) as appropriate.</p> <p>RPO 198 &199 (former RPO 190 & 191): Development proposals should be subject to robust site and/ or route selection, and environmental assessments (AA, SEA, EIA or EclA) as appropriate.</p> | <p>Regarding general mitigation for robust site selection, this is addressed through RPO 1 which requires:</p> <ul style="list-style-type: none"> Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network. At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant. <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>Regarding RPO 182 (former RPO 174) Ageing Population, the narrative in Chapter 7 refers to the good practice example of the ISAX’s (Irish Smart Ageing Exchange) National Smart Ageing Centres and Men’s Sheds initiatives.</p> <p>The mitigation is assisted through RPOs in Chapter 9 for monitoring the strategy which state the SRA will establishing a monitoring committee with cross-sectoral and cross-regional representation to</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|-----------|--|--|
| | <p><u>The wording of objective RPO 191 has been amended to incorporate “appropriate level of environmental assessment”.</u></p> <p>RPO 200 (former RPO 192): The objectives should have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species. Also, a map of potential strategic GI networks that considers ecological sensitivities is required to prevent habitat fragmentation and/ or loss. Appropriate Assessments will be required for proposed developments in close proximity to EU protected and/ or other ecologically sensitive areas (e.g. coastal areas are at risk of erosion, loss of habitat, etc. from increased usage by cycle ways, greenways, etc.) <u>The wording of this objective has been amended to incorporate “appropriate level of environmental assessment”.</u></p> <p>RPO 201 (former RPO 193): Include a requirement for development proposals to be subject to feasibility and site/route selection studies and environmental assessments. <u>The wording of this objective has been amended to incorporate “appropriate level of environmental assessment”.</u></p> <p>RPOs 203 & 205 (former RPO 195&197): Heritage-led initiatives must consider impacts to other environmental receptors with particular attention paid to bats. <u>The following wording has been included in this objective “...informed by an appropriate level of environmental assessment including assessment of impacts on other environmental receptors such as protected species”.</u></p> <p>RPO 204 (former RPO 196): Heritage-led access initiatives/plans shall consider historical setting/ landscape character and potential for negative effects related to visitor pressures. <u>The following wording has been included in this objective “Local Authorities should ensure that decision making on projects/ development to improve public access and facilities are informed by an appropriate level of environmental assessment”</u></p> | <p>oversee progress and contribute to the process. The process will facilitate the involvement of relevant stakeholders throughout the implementation of the RSES to provide input on progress.</p> <p>Regarding RPO 185 (former RPO 177) New School Facilities, the proposed mitigation is addressed through RPO 1 and the inclusion of the following text in the objective:</p> <p><i>Local authorities should ensure that a robust site selection process is followed in the selection of new school locations taking into account proximity to community developments such as community centres, playing fields, libraries etc. so that the possibility of sharing facilities can be maximised. New educational development/infrastructure should be informed by anticipation of demand for student capacity and Local authorities should ensure that decision- making is informed by an appropriate level of environmental assessment</i></p> <p>Regarding RPO 192 (former RPO 184) Cultural Policies and Objectives, the objective addresses the proposed mitigation by including the following:</p> <p><i>Where large scale housing is planned, to ensure adequate provision is made for a range of community facilities including cultural facilities. Local authorities should ensure that decisions relating to upgrades/re-use of buildings for developments incorporating cultural and creative sector space and facilities are informed by an appropriate level of environmental assessment including undertaking studies where regeneration /building projects may have the potential to affect protected species.</i></p> <p>Regarding RPO 196 (former RPO 188) Gaeltacht, the proposed mitigation is addressed by RPO 1. The requirement for an appropriate level of environmental assessment is also included in the objective.</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|-----------|---|--|
| | <p>General Mitigation: Recommend that the following statement which is stated as part of the text for Section 9.6 Biodiversity could be pulled out and numbered as a specific policy objective i.e. <i>“The RSES supports investment in the sustainable initiatives of county biodiversity action plans.”</i> <u>Objective 194 has been included in the policy base “Value and support initiatives that enhance and protect our region’s unique natural heritage, biodiversity and built heritage assets”.</u></p> | <p>Regarding RPO 198 (former RPO 190) Sport and Community Organisations and RPO 199 (former RPO 191) Larger Sports Projects, the proposed mitigation is addressed by RPO 1 and additionally, reference to the development of recreational and sporting infrastructure to be informed by an appropriate level of environmental assessment is integrated into RPO 199 (former RPO 191).</p> |
| | | <p>Regarding RPO 206 & 207 (former RPOs 198 Architectural Heritage and RPO 199 Archaeological Investigation), the RPO’s address the proposed mitigation in addition to applying RPO1.</p> |
| | | <p>Regarding RPO 200 (former RPO 192) Green Infrastructure, the proposed mitigation is addressed through RPO 1 and in addition, RPO 200 (former RPO 192) states <i>local authorities should ensure that decision-making in relation to the development of new or enhanced Green Infrastructure and new public parks and facilities is informed by an appropriate level of environmental assessment.</i></p> |
| | | <p>Regarding RPO 201 (former RPO 193) Greenway and Blueway Corridors, the proposed mitigation is addressed by RPO 1 and in addition the specific wording of the objective as follows:</p> |
| | | <p><i>To support investment in the development of walking and cycling facilities, greenway and blueway corridors within the Region between our Region’s settlements and potential for sustainable linkages to create interregional greenways. Proposals for investment in walking and cycling facilities, greenway and blueway corridors should be based on rigorous site/route selection studies and Local authorities should ensure that decision-making in relation to such developments is informed by an appropriate level of environmental assessment, including all necessary reports to assess the potential impact on designated European sites and on biodiversity outside of formal</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--|--|--|
| | | <p><i>protections such that proposed development does not contribute to loss of biodiversity.</i></p> <p>Regarding RPO 202 (former RPO 194) Natural Heritage, Biodiversity and Built Heritage Assets, the proposed mitigation is addressed through the following wording in the objective:</p> <p><i>To support initiatives that enhance and protect our Region’s unique natural heritage, biodiversity and built heritage assets, recognising the contribution which education and outreach can play in developing understanding of biodiversity and heritage in our communities. Such initiatives should secure funding to support projects in the Region in line with the National Biodiversity Action Plan.</i></p> <p>Regarding RPO 203 (former RPO 195) Revitalisation of Historic Cores, the proposed mitigation is addressed by including the following as part of the objective:</p> <p><i>Local authorities should ensure that decision-making on heritage-related projects and developments are informed by an appropriate level of environmental assessment including assessment of impacts on other environmental receptors such as protected species.</i></p> <p>Regarding RPO 204 (former RPO 196) Better Public Access, the proposed mitigation is addressed through the following in the objective:</p> <p><i>To promote initiatives that provide better public access for abled and disabled visitors to our historic, built and natural environment. Local authorities should ensure that decision making on projects/development to improve public access and facilities are informed by an appropriate level of environmental assessment.</i></p> |
| <p>Chapter 8 Water & Energy Utilities</p> | <p>Water - The objectives could be strengthened by provision of specific actions to ensure any development is supported by a quality site/route selection process that addresses environmental concerns such as landscape, cultural heritage and biodiversity as a minimum.</p> <p>Wastewater - The objectives could be strengthened by provision of specific actions to ensure any wastewater treatment development is supported by a</p> | <p>Regarding RPOs 208-210 (former RPOs 200-202) for Water Supply, RPO 1 applies where it requires :</p> <ul style="list-style-type: none"> • Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|-----------|---|---|
| | <p>quality site/route selection process that addresses environmental concerns such as landscape, cultural heritage and biodiversity as a minimum.</p> <p>Surface water - The objectives could be strengthened by provision of specific actions to ensure any wastewater treatment development is supported by a quality site/route selection process that addresses environmental concerns such as landscape, cultural heritage and biodiversity as a minimum.</p> <p>Strategic Energy Grid - The objective could be strengthened by provision of specific actions to ensure any development is supported by a quality site/route selection process that addresses environmental concerns such as landscape, cultural heritage and biodiversity as a minimum. <u>Regarding development, the following wording has been added to some of the objectives "Subject to appropriate environmental assessment and the planning process where required".</u></p> | <p>selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <ul style="list-style-type: none"> At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant. <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>Further, RPO 208 (former RPO 200) Irish Water and Water Supply integrates the following mitigation:</p> <p><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 hydro morphological pressures) and prevent adverse impacts the integrity of water dependent habitats and species within the Natura 2000 network.</i></p> <p>RPO 209 (former RPO 201) Strategic Water Supply Projects requires:</p> <p><i>It is an objective to support investment and the sustainable development of strategic water supply projects by Irish Water and relevant local authorities, arising from initiatives including Investment Plans, 25 Year Water Supply Plans for our Region's cities and metropolitan areas, leakage reduction programmes</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|---|--|---|
| | | <p><i>and initiatives through the National Water Resources Plan subject to appropriate environmental assessment and the planning process.</i></p> <p>Regarding RPOs 211-218 (former RPOs 203-210) for Waste Water and Surface Water, RPO 1 as outlined above applies. In addition, RPO 212 (former RPO 204) Strategic Wastewater Treatment Facilities integrates the following:</p> <p><i>It is an objective to support investment and the sustainable development of strategic water supply projects by Irish Water and relevant local authorities, arising from initiatives including Investment Plans, 25 Year Water Supply Plans for our Region's cities and metropolitan areas, leakage reduction programmes and initiatives through the National Water Resources Plan subject to appropriate environmental assessment and the planning process.</i></p> <p>Regarding RPOs 220-224 (former RPOs 212-216) for the strategic energy grid, RPO 1 as outlined above also applies. Each relevant RPO also integrates the requirement <i>"subject to appropriate environmental assessment and the planning process"</i>.</p> |
| <p>Chapter 9 Implementation and Monitoring</p> | <p>RPO 229 (former RPO 222): Baseline data should be updated on at least a 4 yearly cycle to coincide with the EPA state of the environment reporting.</p> <p>An objective should be included committing to corrective action where short-falls in implementation are identified or unforeseen impacts arise as a result of monitoring.</p> <p>The implementation strategy should specifically reference to the SEA monitoring programme.</p> | <p>The proposed mitigation has been addressed through the following overarching objective in Chapter 9 for monitoring the strategy which can, through the remit of the relevant implementation committee, address SEA monitoring in collaboration with key stakeholders including the EPA. The objective states:</p> <p><i>The Southern Regional Assembly will put in place a robust and transparent monitoring system to ensure that the progress of the regional objectives are tracked against baseline data at regular intervals during the life of the Strategy. This includes:</i></p> <p><i>a. Making baseline data available as a shared evidence base, as appropriate, for the Region to local authorities and other public bodies which will inform the preparation and implementation of a local authority's Development Plans, Local Area Plans and Local Economic and Community Plans;</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|-----------|-----------------------------|--|
| | | <p><i>b. Carrying out regular updates of baseline data for monitoring purposes, including integration of baseline data (including environmental data) , if available, from other relevant reports, strategies and data repositories;</i></p> <p><i>c. Supporting the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on transboundary sites and to address cross-boundary site and species protection;</i></p> <p><i>d. Establishing a monitoring committee with cross-sectoral and cross-regional representation to oversee progress and contribute to the process. The process will facilitate the involvement of relevant stakeholders throughout the implementation of the RSES to provide input on progress.</i></p> |

1.2 Cork MASP

Table 9-2 – Proposed SEA Mitigation Measures Relating to Assessment of Policies in Cork MASP (see Section 8.4)

| Proposed Mitigation Measure | How has this been addressed in the RSES? |
|---|---|
| <p>Cork MASP</p> <p>General Mitigation: Include the need for robust site selection and appropriate environmental assessment (SEA, AA, EIA and EclA) to inform decision making in relation to developments/infrastructure. <u>Objective 1&3 were amended to address this mitigation.</u></p> <p>Objective 5 - (Cork Harbour): SRA supports the undertaking of feasibility studies to determine the carrying capacity of Cork Harbour in relation to potential for likely significant effects on associated European Sites including Cork Harbour SPA.</p> <p>Objective 4</p> <ul style="list-style-type: none"> ▪ Include the need for robust route/site selection and appropriate environmental assessment (SEA, AA, EIA and EclA) to inform decision making in relation to developments/infrastructure. <u>The objective was amended to address this mitigation.</u> ▪ Guidelines should be developed to support an assist the efficient roll out and delivery of national broadband. <p>Objective 5 - Include the need for robust route/site selection and appropriate environmental assessment (SEA, AA, EIA and EclA) to inform decision making in relation to developments/infrastructure.</p> <p>National Enablers:</p> <p>General Mitigation - Include the need for robust route/site selection and appropriate environmental assessment (SEA, AA, EIA and EclA) to inform decision making in relation to developments/infrastructure. <u>Objective 6 addresses this mitigation for identification of suitable sites for regeneration and development.</u></p> <p>General Mitigation: A new objective which acknowledges recent DHPLG draft guidelines on building height should be included.</p> <p>General Mitigation: Design standards for new apartment developments should encourage a wider demographic profile which actively includes families and ageing population.</p> | <p>Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP. RPO 1 requires:</p> <ul style="list-style-type: none"> • Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network. • At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant. <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>Further, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation:</p> <ul style="list-style-type: none"> • <i>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment</i> |

Proposed Mitigation Measure

General Mitigation: All residential developments should be phased so as to ensure adequate capacity for services (e.g. water supply, wastewater, broadband) is available to match projected demand for services. RPO 7 delivering infrastructure in the metropolitan areas, RPO 200 and 201 for water supply and RPO 203 and 204 for waste water refer to mitigation for phased infrastructure provision.

General Mitigation: Local Authorities should Liaise with the Regional Waste Management Office when considering applications for development of brownfield sites that require the offsite disposal of contaminated waste.

En1 - Proposals for Cork Docklands regeneration should be accompanied by a site risk assessment and a clear waste plan for any wastes arising, including consideration of hazardous or contaminated material and spread of invasive species.

En1 - This objective should include the undertaking of feasibility studies to determine the carrying capacity of Cork Harbour in relation to potential for likely significant effects on associated European Sites including Cork Harbour SPA.

En2, 3, 7,9,10, 11, 12 & 16 - Include the following text amendment (in italics) to the policy: “..... *subject to appropriate environmental assessment and the outcome of the planning process. Cork MASP Policy Objective 1 integrates the above recommended mitigation.*”

General: A policy should be included committing to robust route/ site selection to support the delivery of transport infrastructure. Objective 1 addresses this mitigation.

Objectives 7 & 8: A policy objective should be included to support the implementation of mitigation measures from the SEA and AA processes underway on “The Cork Metropolitan Area Transport Strategy”. Cork MASP objective 7 refers to the SEA/AA processes for a CMATS.

Objective 9: A parallel objective which promotes the use of electric vehicles as a way to tackle connectivity and climate change should also be considered for inclusion in the list of principle projects. Objectives in Chapter 6 of the RSES , which also applies to the metropolitan areas support the role of electric vehicles.

Objectives 10/11- Include the need for robust site/route selection and appropriate environmental assessment (SEA, AA, EIA and EclA) to inform decision making in relation to employment/enterprise developments/infrastructure. Objective 1 addresses this mitigation.

How has this been addressed in the RSES?

including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.

- *The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.*

Mitigation regarding phased growth in tandem with water and waste water infrastructure is addressed through RPOs 208 (former RPO 200) Irish Water and Water Supply, RPO 209 (former RPO 201) Strategic Water Supply Projects, RPO 213 (former RPO 203) Irish Water and Wastewater and RPO 212 (former RPO 204) Strategic Wastewater Treatment Facilities in Chapter 8. In addition, RPO 8 (former RPO 6) Investment to Deliver on the Vision for Metropolitan Areas and RPO 9 (former RPO 7) Holistic Approach to Delivering Infrastructure.

Mitigation regarding sustainable approaches to waste management and brownfield site decontamination is addressed through RPO 34 (former RPO 31) Regeneration, Brownfield and Infill Development in Chapter 3.

Mitigation regarding reference to building height guidance and supply of housing informed by local demographic needs are best addressed through the lower tiered plan processes. The principles for performance based design standards and criteria, higher densities and Housing Need Demand Assessment are addressed in Chapter 3.

Regarding Cork MASP Objective 3 Cork Harbour, proposed mitigation is addressed by integrating the following in the objective:

- *The delivery of plans and projects in the Cork Harbour area as a result of this objective shall be subject to quality site selection processes that consider environmental constraints and undertake environmental assessments including EclA, SEA, EIA and AA processes as appropriate.*

Regarding Cork MASP Objective 4 Cork Metropolitan Area Regional Interactions, proposed mitigation is addressed by integrating the following in the objective:

- *In support of the role of the Cork Metropolitan Area as a primary driver of economic and population growth in the Region, seek to strengthen inter-*

Proposed Mitigation Measure

General: Development of employment lands should be phased so as to ensure adequate capacity for services (e.g. water supply, wastewater, broadband) is available to match projected demand for services.

Objective 13

Add following text to policy “To support this role, the Cork MASP seeks the following subject required feasibility *(including consideration of environmental concerns including water quality, flood risks, human health, natural and built heritage and the)*, assessment and environmental processes:” Cork MASP Objective 1 addresses this mitigation.

Additional recommended policy - SRA supports the undertaking of feasibility studies to determine the carrying capacity of Cork Harbour in relation to potential for likely significant effects on associated European Sites including Cork Harbour SPA. The objective has been amended to include this mitigation.

Objective 14

Any development at Cork Airport should be accompanied by an SEA, EIA, EclA and AA as appropriate. It is noted the Airport Masterplans are not statutory documents, but should be subject to SEA and AA processes.

Objective 15

- This policy objective could be strengthened by provision of specific actions to ensure any development is supported by a quality site/route selection process that addresses environmental constraints such as landscape, cultural heritage and biodiversity as a minimum and the availability and capacity of services to serve any new tourism.
- 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.
- Before any plans to increase access to the countryside/coastline are implemented, the sensitivities of the surrounding area must be established and clear actions and protections put in place to avoid impact. Cork MASP Policy Objective 1 and RPO 52 Tourism and the Environment address the mitigation.

Objective 16

- (a) Support the role of the Metropolitan Cork Joint Retail Strategy *subject to consideration of environmental concerns such as the natural and built*

How has this been addressed in the RSES?

regional and intra-regional connectivity (public transport, strategic road network and digital) subject to the outcome of environmental assessments and the planning process.

Regarding Cork MASP Objective 6 National Enablers, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective to seek sustainable delivery of enablers as identified in the NPF/NDP for the Cork Metropolitan Area and to progress and co-ordination between the principal stakeholders, subject to the recommendations of CMATS (see Section 4.0) and required feasibility, planning and environmental assessment processes*

Regarding Cork MASP Objective 7 Integrated Landuse and Transport Planning, proposed mitigation is addressed by integrating the following in the objective:

- *Seek delivery of the following subject to the outcomes of required appraisal, planning and environmental assessment processes including SEA and AA as appropriate.*

Regarding Cork MASP Objective 8 CMATS, proposed mitigation is addressed by integrating the following in the objective:

- *Subject to the finalisation of the Cork Metropolitan Area Transportation Strategy (CMATS) and the outcomes of required appraisal, planning and environmental assessment processes including SEA/AA as appropriate.*

Regarding Cork MASP Objective 9 Strategic Road Network Improvements, proposed mitigation is addressed by integrating the following in the objective:

- *Seek delivery of the following subject to the outcomes of required appropriate project appraisal, planning and environmental assessment processes including SEA/AA as appropriate. The upgrade of public transport networks must be the priority for strategic road network improvements under this objective. Sustainable proposals that facilitate the implementation of public transport networks on the strategic road network will be supported.*

Further, support for electrical vehicles and lower carbon transport is addressed through RPO 91 (former RPO 87) Decarbonisation of the Transport Sector and RPO 92 (former

Proposed Mitigation Measure

heritage and seek further preparation of joint retail strategies for Metropolitan Cork between Cork City Council and Cork County Council.

Objectives 17-19

- Include the need for robust site selection and appropriate environmental assessment (SEA, AA, EIA and EclA) to inform decision making in relation to developments/infrastructure.
- The objectives could be strengthened by including a requirement to explore opportunities for biodiversity enhancement to improve ecological connectivity. Also to conserve, manage and where possible enhance the Cork Metropolitan Area's natural heritage including all habitats, species, landscapes and geological heritage of conservation interest and to promote increased understanding and awareness of the natural heritage as a strong attribute for the appeal of the Cork Metropolitan Area as a place to live, work and visit.

Objectives 17&18

The development of parks and open space will include an assessment of any impacts that may arise from increased visitor pressures, in particular, on sensitive Natura 2000 including Cork Harbour SPA. Cork MASP Policy Objective 1 addresses this mitigation by seeking "to protect, manage and through enhanced ecological connectivity, improve the coherence of the Natura 2000 Network in the Southern Region".

Social Infrastructure

General Mitigation:

Include the need for robust route/site selection and appropriate environmental assessment (SEA, AA, EIA and EclA) to inform decision making in relation to developments/infrastructure.

Objective 22- this policy could be strengthened by seeking demonstration of the "five minute city" concept in practice within Metropolitan Cork under Local Authority County Development Plans.

How has this been addressed in the RSES?

RPO 88) EV Infrastructure in Chapter 5 and RPO 151 (former RPO 146) Integration of Landuse and Transport, RPO 157 (former RPO 152) Local Transport Plans and RPO 160 (former RPO 155) Smart and Sustainable Mobility in Chapter 6.

Regarding Cork MASP Objective 12 Infrastructure for Strategic Employment Locations, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective to support the sustainable development of identified and future Strategic Employment Locations and to ensure the delivery of associated infrastructural requirements subject to the outcome of environmental assessments and the planning process.*

Regarding Cork MASP Objective 13 Port of Cork, proposed mitigation is addressed by integrating the following in the objective:

- *Support sustainable development and investment in the Port of Cork balanced with the protection of the natural environment and Cork Harbour SPA and promote its role as a Tier 1 International Port and driver for the metropolitan, regional and State economy. To support this role, the Cork MASP seeks the following subject to the outcome of required feasibility, assessment and environmental processes.*
- *The sustainable development of port infrastructure and facilities under the port's strategic development plans balanced with the protection of Cork Harbour's natural environment.*

Regarding Cork MASP Objective 14 Cork Airport, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective to support the sustainable development of the airport and seek investment in infrastructure and facilities that promote the role of Cork Airport as an international gateway, employment location and economic driver for the region including the following subject to the outcome of required feasibility, assessment and environmental processes.*
-

Proposed Mitigation Measure

How has this been addressed in the RSES?

- *Support the sustainable development and investment in infrastructure and facilities under Cork Airport Masterplans and updates to the Cork Airport Special Local Area Plan (subject to the implementation of mitigation measures outlined in the SEA/AA undertaken).*

Regarding Cork MASP Objective 15 Cork Tourism, proposed mitigation is addressed by integrating the following in the objective:

- *The SRA seeks investment in the sustainable development of tourism infrastructure and tourism services across Cork and support initiatives arising from the Pure Cork brand and the “Growing Tourism in Cork: A Collective Strategy subject to the outcome of environmental assessments and the planning process.*

Further, RPO 54 (former RPO 52) Tourism and the Environment in Chapter 4 also applies the proposed mitigation.

Regarding Cork MASP Objective 16 Retail, retail strategies provide a high level policy guidance for the location of retail development. Environmental considerations regarding the retail hierarchy will be addressed through the lower tiered development plan and local area plan processes and project consent stages. RPO 1 addresses the mitigation required to ensure the appropriate level of environmental assessment is undertaken at these stages.

Regarding Cork MASP Objective 17 Metropolitan Open Space, Recreation and Greenbelt Strategy, proposed mitigation is addressed by integrating the following in the objective:

- *In order to support decision-making in increasing recreation and tourism opportunities along the coastline, which is in close proximity to European Sites, the carrying capacity of SACs/SPAs will need to be established to understand what limits should be set for the extent of development.*

Regarding Cork MASP Objective 22 Social Inclusion, RPO 176 (former RPO 168) 10 Minute City and Town Concepts supports the proposed mitigation. Lower tiered plans

Proposed Mitigation Measure

How has this been addressed in the RSES?

are best placed to include good practice examples of the principle in action to support the objective.

1.3 Limerick Shannon MASP

Table 9-3 – Proposed SEA Mitigation Measures Relating to Assessment of Policies in Limerick Shannon MASP (see Section 8.5)

| Proposed Mitigation Measure | How has this been addressed in the RSES? |
|---|---|
| <p>Strategic Vision</p> <p>1 - The Compact Growth Principle should make reference to the regeneration of cities, towns and villages by making better use of under-used land and buildings within the existing built-up urban footprint.</p> <p>7 - This principle should be expanded to include reference to “protecting the integrity of Natura 2000 sites in the region” & “protection of marine environment” & “protection of the Landscape”</p> <p>9 - This principle should be expanded to include reference to “Water Framework Directive, the RBMP, the Marine Strategy Framework Directive”.</p> <p>10 - This principle should be expanded to include reference to “Flood Risk”.</p> <p>Limerick Shannon MASP Objective 4: This policy could be strengthened by provision of a specific guiding principle to ensure that any development is supported by a quality site/route selection process that addresses environmental constraints such as landscape, cultural heritage and biodiversity as a minimum, and the availability and capacity of services to serve any new development proposal. There is a need to include for appropriate environmental assessments (SEA, AA, EIA and EclA) to inform decision-making in relation to developments/infrastructure. <u><i>This mitigation is noted to have been incorporated into MASP Objective 1, which covers all plans, projects, activities and development arising from the draft MASP.</i></u></p> <p>Enablers</p> <p>L2, L3, L4 and L6: Identification of suitable sites for regeneration and development 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. <u><i>This mitigation is noted to have been incorporated into MASP Objective 1, which covers all plans, projects, activities and development arising from the draft MASP.</i></u></p> <p>L2, L3, L4 and L6: Siting guidelines need to be developed and incorporated within the MASP as a policy objective requirement.</p> | <p>Regarding general mitigation, RPO 1 applies to all objectives in the LS MASP. RPO 1 requires:</p> <ul style="list-style-type: none"> • Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network. • At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant. <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>LS MASP Objective 1 Limerick Shannon Metropolitan Area integrates the following mitigation:</p> <ul style="list-style-type: none"> • <i>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to ‘sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints),</i> |

Proposed Mitigation Measure

L3: Dock development needs a specific policy that deals with brownfield/contaminated land issues.

Limerick Shannon MASP Objective 5: Identification of suitable sites for regeneration and development 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. The policy objective has been updated to include this mitigation.

Limerick Shannon MASP Objective 5: Siting guidelines should be developed in consultation with local authorities and other stakeholders and incorporated into lower level planning.

Limerick Shannon MASP Objective 6(c) & Limerick Shannon MASP Objective 7: the following text should be incorporated into these policies regarding the projects listed “*subject to the outcome of environmental assessments and the planning process ...*” These policy objectives have been updated to include this mitigation.

Limerick Shannon MASP Objective 9 to 15: Projects arising from these policies should be subject to feasibility, site selection and environmental assessments as appropriate (SEA, EIA, AA, EclA), and the outcomes of the planning process.

Policy objectives 9, 11, 12, 15 and 16 have been updated to include this mitigation.

Limerick Shannon MASP Objective 17: In order to support decision-making in increasing recreation and tourism opportunities along the coastline, which is in close proximity to European Sites, the carrying capacity of SACs/SPAs will need to be established to understand what limits should be set for the extent of development. The policy objective has been updated to incorporate this mitigation.

How has this been addressed in the RSES?

environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.

- *The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region.*

Proposed mitigation in regard to the strategic vision is addressed through RPO 1 above and RPOs in Chapter 5 for water quality and flood risk RPOs 113-121 (former RPOs 108-115), RPOs in Chapter 3 for Investment to Deliver on the Vision for Metropolitan Areas RPO 8 (former RPO 6), Holistic Approach to Delivering Infrastructure RPO 9 (former RPO 7) and Compact Growth Targets in Metropolitan Areas RPO 10 (former RPO 8).

Proposed mitigation in regard to National Enablers is addressed through RPO 1, LS MASP Objective 1 and LS MASP Objective 5 National Enablers which states:

- *Identification of suitable sites for regeneration and development should be supported by a quality site selection process that addresses environmental concerns.*

Siting guidelines or criteria recommended for LS specific enablers are best addressed through lower tiered plans.

Mitigation for contaminated waste that may result from dockland regeneration is addressed through RPO 34 (former RPO 31) Regeneration, Brownfield and Infill Development in Chapter 3.

Mitigation regarding dockland regeneration as identified as an enabler is addressed through the following text included in LS MASP Objective 2 Limerick City:

- *Support collaboration between Limerick City and County Council and the Land Development Agency to masterplan and sustainably develop strategic city centre and Dockland sites in Limerick City, utilising the appropriate planning mechanisms and subject to required environmental assessments*

Regarding LS MASP Objective 7 Sustainable Transportation, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective to support the following sustainable transport priorities in the Limerick Shannon Metropolitan Area subject to their consistency with the recommendations of LSMATS and the outcome of environmental assessments and the planning process.*

Proposed Mitigation Measure

How has this been addressed in the RSES?

Further, RPO 164 (former RPO 156) Metropolitan Area Transport Strategies in Chapter 6 states the proposed mitigation is addressed by including in the objective the requirement that “*Metropolitan Area Transport Strategies will undergo SEA and AA as per NPF objective NPO75*”

Regarding LS MASP Objective 8 Strategic Road Infrastructure, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective to maintain and deliver the sustainable development of strategic road infrastructure for the Limerick Shannon Metropolitan Area and improve transport connectivity to the wider Region. This will include the delivery of the following subject to their consistency with the recommendations of LSMATS, the outcome of appropriate appraisal, environmental assessments and the planning process*

Regarding LS MASP Objective 10 Housing and Regeneration, proposed mitigation is addressed by integrating the following in the objective:

- *The MASP recognises that initiatives such as the Living City and Living Georgian City initiatives and other interventions by agencies such as the Land Development Agency (and any environmental mitigation arising from the environmental assessment of such strategies) are essential to facilitate compact growth and increased residential density in the city centre.*

Regarding LS MASP Objective 12 A Smart Metropolitan Area and Strengths in Attracting FDI, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective to seek investment and improve quality in high speed, high capacity digital infrastructure and to seek access for all to digital infrastructure in the Limerick Shannon Metropolitan Area subject to the outcome of environmental assessments and the planning process*

Regarding LS MASP Objective 13 Strategic Employment Locations, proposed mitigation is addressed by integrating the following in the objective:

It is an objective to support the sustainable development of identified and future Strategic Employment Locations and to ensure the delivery of associated

Proposed Mitigation Measure

How has this been addressed in the RSES?

infrastructural requirements subject to the outcome of environmental assessments and the planning process.

Regarding LS MASP Objective 14 South Clare Economic / UL proposed Strategic Development Zone (SDZ), proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective of the RSES to support an application for the designation and subsequent development of the lands zoned as University in the Clare County Development Plan 2017-2023 as an Economic Strategic Development Zone (SDZ), subject to the provisions of the Planning Act and all environmental considerations.*

Regarding LS MASP Objective 15 Shannon International Airport, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective, subject to the outcome of environmental assessments and the planning process, to support the utilisation of the existing investment in Shannon International Airport and its surrounding land bank to act as a catalyst for economic growth in the region.*

Regarding LS MASP Objective 16 Shannon Foynes Port, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective, subject to the outcome of environmental assessments and the planning process, including SEA and AA as appropriate, to support the continued expansion of Shannon Foynes Port and to recognise the significant opportunities for the Southern Region and Ireland by virtue of its deep waters*

Regarding LS MASP Objective 19 Tourism, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective to support the Limerick Shannon Metropolitan Area as a tourism destination. This will require the promotion of the tourism assets of the Mid-West SPA, subject to the outcome of environmental assessments and the planning process.*

Regarding LS MASP Objective 20 Metropolitan Open Space, Recreation and Greenbelt Strategy, proposed mitigation is addressed by integrating the following in the objective:

- *In order to support decision-making in increasing recreation and tourism opportunities along the coastline, which is in close proximity to European*

Proposed Mitigation Measure

How has this been addressed in the RSES?

Sites, the carrying capacity of SACs/SPAs will need to be established to understand what limits should be set for the extent of development

1.4 Waterford MASP

Table 9-4 – Proposed SEA Mitigation Measures Relating to Assessment of Policies in Waterford MASP (see Section 8.6)

Proposed Mitigation Measures:

How has this been addressed in the RSES?

Waterford MASP PO 2: Include the need for robust route/site selection and appropriate environmental assessment (SEA, AA, EIA and EclA) to inform decision making in relation to developments/infrastructure. The policy objective has been updated to include this mitigation.

Waterford MASP PO 2: Guidelines should be developed to support an assist the efficient roll-out and delivery of national broadband.

Regarding general mitigation, RPO 1 applies to all objectives in the Waterford MASP. RPO 1 requires:

- Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.
- At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.

Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.

Proposed Mitigation Measures:

How has this been addressed in the RSES?

W MASP Objective 1 Waterford Metropolitan Area integrates the following mitigation:

- *Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.*
- *The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region.*

Proposed mitigation in regard to National Enablers is addressed through RPO 1, WMASP Objective 1 and W MASP Objective 4 National Enablers which states:

- *It is an objective to support the investment priorities as identified in the NPF and NDP for the Waterford Metropolitan Area and will seek progress and co-ordination between the principal stakeholders for delivery of these priorities, subject to required feasibility, planning and environmental assessment processes for enabling the Waterford Metropolitan Area achieve its vision and objectives.*

Siting guidelines or criteria recommended for Waterford specific enablers are best addressed through lower tiered plans.

Mitigation for contaminated waste that may result from dockland regeneration is address through RPO 34 (former RPO 31) Regeneration, Brownfield and Infill Development in Chapter 3.

Waterford MASP PO 3: This policy could be strengthened by provision of a specific guiding principle to ensure that any development is supported by a quality site/route selection process that addresses environmental constraints such as landscape, cultural heritage and biodiversity as a minimum, and the availability and capacity of services to serve any new development proposal. There is a need to include for appropriate environmental

Regarding W MASP Objective 2 Driving Regional Growth for the South East, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective to support of the role of the Waterford Metropolitan Area as a primary economic driver for the Southern Region in conjunction with Key Towns of Carlow, Clonmel, Dungarvan, Kilkenny and Wexford, seek to strengthen inter-regional and intra-regional connectivity (public transport, strategic road network and digital) subject to robust route/site*
-

Proposed Mitigation Measures:

assessments (SEA, AA, EIA and EclA) to inform decision-making in relation to developments/infrastructure. Waterford MASP Policy Objective 1 addresses this mitigation

How has this been addressed in the RSES?

selection and the outcome of environmental assessments and the planning process

Regarding W MASP Objective 5 Investment in Infrastructure and Digital Connectivity, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective to seek investment and stakeholder co-ordination on the sustainable development of infrastructure capacity (physical, multi-modal transport networks, digital/smart, green and social/community) to enable the Waterford Metropolitan Area fulfil its role as a primary economic driver in the region subject to the outcome of environmental assessments and the planning process.*

Regarding W MASP Objective 6 A Integration of Landuse and Transport, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective to prepare a Waterford Metropolitan Area Transport Strategy (WMATS) during the lifetime of this MASP with all relevant stakeholders. Transport investment requirements in the Waterford Metropolitan Area will be identified and prioritised, subject to the recommendations of the WMATS and outcome of environment assessment and the planning process including mitigation under SEA/AA as appropriate*

Regarding W MASP Objective 6 B Sustainable Transport, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective to support the following sustainable transport priorities in the Waterford Metropolitan Area subject to their consistency with the recommendations of the WMATS the outcomes of the WMATS, the outcome of environmental assessments and the planning process including mitigation under SEA/AA as appropriate.*

Regarding W MASP Objective 7 Regional Connectivity, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective to support the development of improved Regional Connectivity through development and maintenance of strategic transport infrastructure to support the sustainable development of Waterford and the South-East subject to the outcome of WMATS where applicable,*

Proposed Mitigation Measures:

How has this been addressed in the RSES?

appropriate appraisal, environmental assessments and the planning process.

Regarding W MASP Objective 9 Vibrant City Centre, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective to support the Local Authorities and Public Bodies in seeking investment and implementation of actions to develop a vibrant urban centre focused on Waterford City Centre including subject to the outcome of environmental assessments and the planning process.*

Regarding W MASP Objective 10 Development of the North Quays , proposed mitigation is addressed by integrating the following in the objective:

- *All such development and infrastructure shall address brownfield and contaminated land issues and shall be subject to the outcome of environmental assessments and the planning process.*

Regarding W MASP Objective 11 Strategic Residential Development, proposed mitigation is addressed by integrating the following in the objective:

- *Local Authorities and Public Bodies shall support the delivery of the Priority Infrastructure identified above to support the delivery of strategic housing development in support the overall development and planned growth of the Waterford Metropolitan Area, subject to the outcome of environmental assessments and the planning process.*

Regarding W MASP Objective 14 Technological University of the South-East (TUSE), proposed mitigation is addressed by integrating the following in the objective:

- *Local Authorities and Public Bodies shall prioritise the development of the necessary infrastructure and connectivity (including research and innovation infrastructure) to support the development of the Multi-Campus TUSE ..., subject to the outcome of environmental assessments and the planning process.*

Regarding W MASP Objective 15 Port of Waterford, proposed mitigation is addressed by integrating the following in the objective:

- *Local Authorities and Public Bodies shall support the development of the necessary port infrastructure and associated road and rail connectivity required to support the development of the Port of Waterford Belview and to support the*

Proposed Mitigation Measures:

How has this been addressed in the RSES?

role of the Port as an Economic Driver for the Region subject to the outcome of appropriate appraisal, environmental assessments and the planning process.

Regarding W MASP Objective 16 Waterford Airport, proposed mitigation is addressed by integrating the following in the objective:

- *Local Authorities should ensure that consideration of airport-related infrastructure and facilities is informed by an adequate level of environmental assessment including assessment of potential impacts on designated European sites.*

Regarding W MASP Objective 18 Tourism, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective to support investment in infrastructure, including increased capacity of road, rail, ports and Waterford Airport to maximise the potential of tourism subject to the outcome of environmental assessments and the planning process.*

Regarding W MASP Objective 20 Strategic Employment Locations, proposed mitigation is addressed by integrating the following in the objective:

- *Local Authorities and Public Bodies shall support the development of the identified Strategic Employment Locations and other potential sites/locations and provision of associated transport and services necessary to support the overall development of the Waterford Metropolitan Area, subject to the outcome of environmental assessments and the planning process.*

Regarding W MASP Objective 21 Metropolitan Wide-Open Space, Recreation and Greenbelt Strategy, proposed mitigation is addressed by integrating the following in the objective:

- *It is an objective to achieve a healthy, green and connected city and metropolitan area through preparation of a Metropolitan Wide-Open Space, Recreation and Greenbelt Strategy. This will require co-ordination between relevant stakeholders to deliver the sustainable development of parks, recreation and high quality public open space in the Waterford*
-

Proposed Mitigation Measures:

How has this been addressed in the RSES?

Metropolitan Area, subject to the outcome of environmental assessments and the planning process.

- *support and encourage recreation and tourism opportunities represented by the extensive shore line, the potential to create new walkways by linking existing areas of open space and woodland and the opportunity to develop the abandoned railway line between Waterford and New Ross as a Greenway for cycling and walking, subject to the protection of natural heritage including the European sites (the Lower River Suir cSAC (Site Code 002137) and the River Barrow and River Nore cSAC (Site Code 002162).*

Enablers:

WE1: Quays development needs a specific policy that deals with brownfield/contaminated land issues.

WE1, WE2 and WE4: Identification of suitable sites for regeneration and development 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. Siting guidelines need to be developed and incorporated within the RSES as a policy objective requirement.

Waterford MASP PO 4: Identification of suitable sites for regeneration and development 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. *The policy objective has been updated to include this mitigation.*

Waterford MASP PO 4: Siting guidelines should be developed in consultation with local authorities and other stakeholders and incorporated into lower level planning.

Waterford MASP PO 6: Suggested text amendment in italics: “Local Authorities and public bodies including state transport agencies shall prioritise investment in the following road and rail infrastructure in the Metropolitan Area in support of Modal Shift from the private car

Proposed Mitigation Measures:**How has this been addressed in the RSES?**

to sustainable transport, *subject to the outcome of environmental assessments and the planning process:...* The policy objective has been updated to include this mitigation.

Waterford MASP PO 6: Include a specific policy direction on the '10-minute' settlement concept to better drive integration of land use planning, zoning and transport infrastructure (particularly public transport modes) in lower level planning. This new policy objective has been added.

Waterford MASP PO 7: Suggested text amendment in italics: "... Local Authorities and public bodies including state transport agencies ~~shall~~ should seek to prioritise investment in the following road and rail infrastructure *subject to the outcome of environmental assessments and the planning process ...*." The policy objective has been updated to include this mitigation.

Waterford MASP Objective 14 & 15 (former Objectives 11 and 12): Projects arising from these policies should be subject to feasibility, site selection and environmental assessments as appropriate (SEA, EIA, AA, EclA), and the outcomes of the planning process. The policy objective has been updated to include this mitigation.

Waterford MASP Objective 16 (former Objective 13): Projects arising from these policies should be subject to feasibility, site selection and environmental assessments as appropriate (SEA, EIA, AA, EclA), and the outcomes of the planning process. Waterford MASP Policy Objective 1 addresses this mitigation.

Waterford MASP Objective 21 (former Objective 18): Suggested text amendment:

- (a) "development of a Metropolitan Open Space, Recreation and Greenbelt Strategy in co-ordination between Waterford City and Kilkenny County Council and relevant stakeholders to deliver a network of parks, Greenway and Blueway corridors, natural areas and habitats, functional spaces relating to flooding and drainage and pedestrian and cycling connections between metropolitan settlements. This shall include *support for the Waterford Greenway Extensions to WIT and New Ross.*" Suggested wording has been incorporated into the policy. Text on developments being subject to the outcome of environmental assessments and the planning process has also been included.

Waterford MASP 21 (former Objective 18): In order to support decision-making in increasing recreation and tourism opportunities along the coastline, which is in close

Proposed Mitigation Measures:**How has this been addressed in the RSES?**

proximity to European Sites, the carrying capacity of SACs/SPAs will need to be established to understand what limits should be set for the extent of development.

1.5 AA Mitigation Strategy

Table 9-5 – Proposed AA Mitigation Measures for the draft RSES

| Chapter Ref. | Proposed Mitigation Measures/ Recommendations | How Has this Been Addressed in the Final Plan |
|--------------|---|---|
| Chapter 1 | None | n/a |
| Chapter 2 | <p>An explicit RPO should be included to protect and manage the Natura 2000 network.</p> <p>The requirements of Article 10 of the Habitats Directive are not specifically considered under the AA process (except in so far as they support a qualifying feature) but it is recommended that the SRA includes a specific RO which addresses the ensures that ecological connectivity within the Plan area is maintained or improved, which will in turn improve the coherence of the Natura 2000 network.</p> <p>Develop an ecological resource map for the region.</p> | <p>The proposed mitigation has been addressed through the final wording of the RPO 1 Environmental Assessment as follows:</p> <p>(a) Any reference to support for all plans, projects, activities and development in the RSES should be considered to refer to ‘environmentally sustainable development’ that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>(b) The RSES seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>(c) RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and</p> |

| Chapter Ref. | Proposed Mitigation Measures/ Recommendations | How Has this Been Addressed in the Final Plan |
|--------------|---|--|
| | | <p>AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required.</p> <p>(d) Development Plans shall include an objective for the protection of European sites and Natural Heritage Areas (designated and notified proposed NHAs).</p> <p>Further, RPO 229 Monitoring the Strategy (former RPO M) allows the scope for environmental monitoring and developing resources to assist environmental monitoring including an ecological resource map for the region in co-ordination with the relevant stakeholders (including the EPA) where it states:</p> <p>The Southern Regional Assembly will put in place a robust and transparent monitoring system to ensure that the progress of the regional objectives are tracked against baseline data at regular intervals during the life of the Strategy. This includes:</p> <p>a. Making baseline data available as a shared evidence base, as appropriate, for the Region to local authorities and other public bodies which will inform the preparation and implementation of a local authority's Development Plans, Local Area Plans and Local Economic and Community Plans;</p> <p>b. Carrying out regular updates of baseline data for monitoring purposes, including integration of baseline data (including environmental data), if available, from other relevant reports, strategies and data repositories;</p> |

Chapter Ref.**Proposed Mitigation Measures/ Recommendations****How Has this Been Addressed in the Final Plan**

c. Supporting the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on transboundary sites and to address cross-boundary site and species protection;

d. Establishing a monitoring committee with cross-sectoral and cross-regional representation to oversee progress and contribute to the process. The process will facilitate the involvement of relevant stakeholders throughout the implementation of the RSES to provide input on progress.

Chapter 3 - Tralee

Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.

Increasing population growth should be planned on a phased basis in collaboration with Irish Water and the local authority to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality.

In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.

Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.

A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of sites and if necessary the potential of sites to avoid adverse effects on the integrity of any European site.

Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:

The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECPs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes.

Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.

At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact

| Chapter Ref. | Proposed Mitigation Measures/ Recommendations | How Has this Been Addressed in the Final Plan |
|--------------|---|---|
| | <p>Support for [linear] infrastructure is subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes.</p> <p>Policy 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.</p> <p>Flood relief schemes should be subject to robust site selection processes in addition to the appropriate environmental assessments.</p> | <p>Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> |

Chapter Ref.**Proposed Mitigation Measures/ Recommendations****How Has this Been Addressed in the Final Plan**

Sub part (j) states: Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns

Sub part (k) states: Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.

Sub part (L) states: In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.

RPO 15 (former RPO 10) Tralee integrates proposed mitigation in the following sections (*italics*):

(b): To seek investment to sustainably support strengthening these attributes and infrastructure subject to the outcome of the planning process and environmental assessments, including key inter regional connectivity (transport networks and digital) on the strategic road network to the Cork and Limerick Shannon Metropolitan Areas, the Atlantic Economic Corridor and between Tralee Killarney and Killorglin (Kerry Hub Knowledge Triangle).

(d) Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is

| Chapter Ref. | Proposed Mitigation Measures/ Recommendations | How Has this Been Addressed in the Final Plan |
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| Chapter 3 - Killarney | <p>Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>Tourism action plans should undertake carrying capacity assessments to identify visitor pressures, and site/route selection studies with appropriate environmental assessments for proposed development/infrastructural projects to avoid potential adverse impacts to European Sites.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary the potential of sites to avoid adverse effects on the integrity of any European site.</p> <p>Support for [linear] infrastructure is subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes.</p> <p>Policy 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.</p> | <p>accounted for and that further growth avoids negative impacts on the nutrient sensitive Lee Estuary.</p> <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <p>The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECPs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes.</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies</p> |

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| | | <p>that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>Sub part (j) states: Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</p> <p>Sub part (k) states: Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> |

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| Chapter 3 - Mallow | <p>Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Increasing population growth should be planned on a phased basis in collaboration with Irish Water and the local authority to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality.</p> | <p>Sub part (L) states: In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>RPO 18 (former RPO 11) Killarney integrates proposed mitigation in the following sections (italics):</p> <p>b): To seek investment to sustainably support its compact growth and regeneration, attributes and infrastructure, including key inter-regional connectivity (transport networks and digital) on the strategic road network between Cork and Limerick Shannon Metropolitan Areas, the Atlantic Economic Corridor and between Tralee-Killarney and Killorglin (Kerry Hub Knowledge Triangle) subject to the outcome of the planning process and environmental assessments.</p> <p>(g): Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the downstream freshwater ecosystem in the National Park (River Deenagh, Lough Leane).</p> <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <p>The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECs.</p> |

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| | <p>In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary the potential of sites to avoid adverse effects on the integrity of any European site.</p> <p>Support for [linear] infrastructure is subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes.</p> <p>Policy 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.</p> <p>Flood relief schemes should be subject to robust site selection processes in addition to the appropriate environmental assessments.</p> | <p>These in turn will be subject to appropriate statutory SEA, EIA and AA processes.</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EcIA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of</p> |

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| | | <p>Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>Sub part (j) states: Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</p> <p>Sub part (k) states: Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Sub part (L) states: In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>RPO 19 (former RPO 12) Mallow integrates proposed mitigation in the following sections (<i>italics</i>):</p> |

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| Chapter 3 - Clonakilty | <p>Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary the potential of sites to avoid adverse effects on the integrity of any European site.</p> <p>Support for [linear] infrastructure is subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes.</p> | <p>b): Seek investment to support attributes and the sustainable delivery of infrastructure, including enhanced inter-regional connectivity (transport networks and digital) along the strategic road network N20/M20 corridor to the Cork and Limerick-Shannon metropolitan areas and Atlantic Economic Corridor, subject to the outcome of the planning process and environmental assessments.</p> <p>d): Future growth of the town should be planned for on a phased basis in consultation with the Local Authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the nutrient sensitive River Blackwater.</p> <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <p>The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes.</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report</p> |

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| | <p>Policy 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.</p> <p>Flood relief schemes should be subject to robust site selection processes in addition to the appropriate environmental assessments.</p> | <p>(EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> |

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Sub part (j) states: Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns

Sub part (k) states: Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.

Sub part (L) states: In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.

RPO 23 (former RPO 13) Clonakilty integrates proposed mitigation in the following sections (italics):

(a): To strengthen sustainably the employment-led growth and regeneration of Clonakilty as an economic driver for West Cork, build upon inherent strengths, in particular food production and tourism, while protecting and enhancing the natural environment of Clonakilty Bay

c): Seek investment to support attributes and the sustainable delivery of infrastructure, including enhanced inter-regional connectivity (transport networks and digital) for all key settlements along the N71 road corridor to the Cork metropolitan area, Port of Cork and Cork Airport assets,

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| Chapter 3 - Ennis | <p>Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Increasing population growth should be planned on a phased basis in collaboration with Irish Water and the local authority to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality.</p> <p>In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary the potential of sites to avoid adverse effects on the integrity of any European site.</p> <p>Support for [linear] infrastructure is subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes.</p> <p>Policy 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.</p> | <p>subject to the outcome of the planning process and environmental assessments.</p> <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <p>The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDDP and LECPPs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes.</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EcIA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape,</p> |

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| | | <p>cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>Sub part (j) states: Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</p> <p>Sub part (k) states: Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse</p> |

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| Chapter 3 - Nenagh | <p>Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary the potential of sites to avoid adverse effects on the integrity of any European site.</p> | <p>impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Sub part (L) states: In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>RPO 13 (former RPO 14) Ennis integrates proposed mitigation in the following sections (<i>italics</i>):</p> <p>c. To support the delivery of the infrastructural requirements identified for Ennis, subject to the outcome of the planning process and environmental assessments;</p> <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <p>The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECPs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes.</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise</p> |

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| | <p>Support for [linear] infrastructure and traffic management plans are subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes.</p> <p>Policy 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.</p> | <p>to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development</p> |

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| | | <p>management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>Sub part (j) states: Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</p> <p>Sub part (k) states: Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Sub part (L) states: In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>RPO 20 (former RPO 15) Nenagh integrates proposed mitigation in the following sections (<i>italics</i>):</p> <p>b. To support the delivery of the infrastructural requirements identified for Nenagh subject to the outcome of the planning process and environmental assessments</p> |

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| Chapter 3 - Thurles | <p>Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary the potential of sites to avoid adverse effects on the integrity of any European site.</p> <p>Support for [linear] infrastructure and traffic management plans are subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes.</p> <p>Policy 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.</p> | <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <p>The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECPs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes.</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid</p> |

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adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.

RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.

Sub part (i) specifically requires: Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.

Sub part (j) states: Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns

Sub part (k) states: Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.

Sub part (L) states: In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the

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| Chapter 3 – Newcastle West | <p>Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Increasing population growth should be planned on a phased basis in collaboration with Irish Water and the local authority to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality.</p> <p>Tourism action plans should undertake carrying capacity assessments to identify visitor pressures, and site/route selection studies with appropriate environmental assessments for proposed development/infrastructural projects to avoid potential adverse impacts to European Sites</p> <p>In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration</p> | <p>suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>RPO 21 (former RPO 16) Thurles integrates proposed mitigation in the following sections (<i>italics</i>):</p> <p>c. To support the delivery of the infrastructural requirements identified for Thurles including support for the delivery of projects submitted under the Urban Regeneration and Development Fund subject to the outcome of the planning process and environmental assessments.</p> <p>e. Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the nutrient sensitive River Suir</p> <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <p>The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECPs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes.</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> |

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| | <p>should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary the potential of sites to avoid adverse effects on the integrity of any European site.</p> <p>Support for [linear] infrastructure is subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes.</p> <p>Policy 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.</p> | <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EcIA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental</p> |

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| | | <p>assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>Sub part (j) states: Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</p> <p>Sub part (k) states: Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Sub part (L) states: In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>RPO 22 (former RPO 17) Newcastle West integrates proposed mitigation in the following sections (<i>italics</i>):</p> <p>c. To support the delivery of the infrastructural requirements identified for Newcastle West subject to the outcome of the planning process and environmental assessments.</p> |

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| Chapter 3 - Kilkenny | <p>Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Increasing population growth should be planned on a phased basis in collaboration with Irish Water and the local authority to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality.</p> <p>In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary the potential of sites to avoid adverse effects on the integrity of any European site.</p> | <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <p>The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECPs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes.</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid</p> |

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adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.

RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.

Sub part (i) specifically requires: Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.

Sub part (j) states: Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns

Sub part (k) states: Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.

Sub part (L) states: In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the

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| Chapter 3 - Carlow | <p>Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Increasing population growth should be planned on a phased basis in collaboration with Irish Water and the local authority to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality.</p> <p>In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary the potential of sites to avoid adverse effects on the integrity of any European site.</p> <p>Policy 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.</p> | <p>suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>RPO 12 (former RPO 18) Kilkenny City integrates proposed mitigation in the following sections (<i>italics</i>):</p> <p>e) To support urban generation through investment in the Abbey Quarter & other initiatives to improve the Public Realm and regenerate underused land in the City and to support implementation</p> <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <p>The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes.</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EcIA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in</p> |

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| | <p>Linear/ strategic infrastructure and associated infrastructure development (such as park and ride facilities) will be subject to robust feasibility studies and site/ route selection, to reduce/ avoid impacts on the environment. Furthermore, they will require appraisal, planning and environmental assessment processes as appropriate.</p> | <p>the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>Sub part (j) states: Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</p> <p>Sub part (k) states: Increasing population growth in all Key Towns should be planned on a phased basis in collaboration</p> |

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with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.

Sub part (L) states: In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.

RPO 14 (former RPO 19) Carlow integrates proposed mitigation in the following sections (*italics*):

(vii): To support the delivery of the infrastructural requirements identified for Carlow subject to the outcome of the planning process and environmental assessments

(x): To support development of underused lands along the River Barrow as a strategic natural asset for the town. Any future development of underused lands along the River Barrow or proposals for an additional bridge should be subject to further studies to inform the exact nature and intensity that could be accommodated without giving rise to adverse effects on sensitive Natura 2000 habitats and consider any in combination effects arising from proposals for a bridge.

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| Chapter 3 - Wexford | <p>Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Increasing population growth should be planned on a phased basis in collaboration with Irish Water and the local authority to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality.</p> <p>In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary the potential of sites to avoid adverse effects on the integrity of any European site.</p> <p>Policy 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.</p> <p>Linear/ strategic infrastructure and associated infrastructure development (such as park and ride facilities) will be subject to robust feasibility studies and site/ route selection, to reduce/ avoid impacts on the environment. Furthermore, they will require appraisal, planning and environmental assessment processes as appropriate.</p> | <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <p>The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECPs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes.</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid</p> |

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adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.

RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.

Sub part (i) specifically requires: Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.

Sub part (j) states: Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns

Sub part (k) states: Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.

Sub part (L) states: In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the

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| Chapter 3 - Clonmel | <p>Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Increasing population growth should be planned on a phased basis in collaboration with Irish Water and the local authority to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality.</p> <p>In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary the potential of sites to avoid adverse effects on the integrity of any European site.</p> <p>Policy 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</p> | <p>suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>RPO 16 (former RPO 20) Wexford integrates proposed mitigation in the following sections (<i>italics</i>):</p> <p>f) To support the delivery of the infrastructural requirements identified for Wexford subject to the outcome of the planning process and environmental assessments</p> <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <p>The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECPs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes.</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> |

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| | <p>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>Linear infrastructure and associated infrastructure (such as park and ride facilities) will be subject to robust feasibility studies and site/ route selection, to reduce/ avoid impacts on the environment. Furthermore, they will require appraisal, planning and environmental assessment processes as appropriate.</p> | <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>Sub part (j) states: Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</p> |

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| Chapter 3 - Gorey | <p>Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Increasing population growth should be planned on a phased basis in collaboration with Irish Water and the local authority to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality.</p> | <p>Sub part (k) states: Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Sub part (L) states: In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>RPO 17 (former RPO 21) Clonmel integrates proposed mitigation in the following sections (<i>italics</i>):</p> <p>f. To support the delivery of the infrastructural requirements identified for Clonmel subject to the outcome of the planning process and environmental assessments</p> <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <p>The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECsPs.</p> |

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| | <p>In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary the potential of sites to avoid adverse effects on the integrity of any European site.</p> <p>Policy 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.</p> <p>Linear infrastructure and associated infrastructure (such as park and ride facilities) will be subject to robust feasibility studies and site/ route selection, to reduce/ avoid impacts on the environment. Furthermore, they will require appraisal, planning and environmental assessment processes as appropriate.</p> | <p>These in turn will be subject to appropriate statutory SEA, EIA and AA processes.</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EcIA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of</p> |

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| | | <p>Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>Sub part (j) states: Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</p> <p>Sub part (k) states: Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Sub part (L) states: In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>RPO 25 (former RPO 22) Gorey integrates proposed mitigation in the following sections (<i>italics</i>):</p> |

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| Chapter 3 - Dungarven | <p>Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Increasing population growth should be planned on a phased basis in collaboration with Irish Water and the local authority to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality.</p> <p>In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary the potential of sites to avoid adverse effects on the integrity of any European site.</p> <p>Policy 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.</p> <p>Linear infrastructure and associated infrastructure will be subject to robust feasibility studies and site/ route selection, to reduce/ avoid impacts on the environment. Furthermore, they will require appraisal, planning and environmental assessment processes as appropriate.</p> | <p>g): To support the delivery of the infrastructural requirements identified for Gorey subject to the outcome of the planning process and environmental assessments.</p> <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <p>The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDDP and LECPPs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes.</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks</p> |

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| | | <p>and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>RPO 11 (former RPO 9) Key Towns is an overarching objective that applies environmentally sustainable criteria in support of infrastructure development and compact growth of Key Towns. The RPO is in addition to further tailored RPOs for each Key Town.</p> <p>Sub part (i) specifically requires: Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>Sub part (j) states: Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</p> <p>Sub part (k) states: Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse</p> |

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| Chapter 3 - General | <p>Area action plans shall be prepared for each of the 14 growth areas and shall assess potential for impact pathways in relation to European sites and the potential for ex-situ impacts. Action plans will ensure no adverse effects on the integrity of any European site as a result of objectives and policies included in each plan. Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>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</p> | <p>impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>Sub part (L) states: In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> <p>RPO 24 (former RPO 23) Dungarvan integrates proposed mitigation in the following sections (italics):</p> <p>f. To support the delivery of the infrastructural requirements identified for Dungarvan (including amenities and facilities for the community and voluntary sector) subject to the outcome of the planning process and environmental assessments.</p> <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <p>The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECPs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes.</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be</p> |

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| | <p>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>foraccompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>In addition, the following RPOs in Chapter 3 address mitigation:</p> <p>RPO 3 (former RPO 2): Local Authority Core Strategies states: In preparing Core Strategies, local authorities shall determine a hierarchy of settlement and appropriate growth rates in accordance with the guiding principles (including environmental protection) and typology of settlement in the RSES</p> <p>RPO 4 (former RPO 3): Infrastructure Investment states : Infrastructure investment shall be aligned with the spatial planning strategy of the RSES.</p> <p>RPO 5 (former RPO 4): Population Growth and Environmental Criteria states: Increased population growth</p> |

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| Chapter 4 - Rural Economy CAP | As SEA and AA were not undertaken on these plans / programmes the SRA should condition any support for same on the outcome of AA for the individual initiatives it intends to support. This will ensure avoidance of adverse effects in the first instance and mitigation measures if required. | <p>should be planned with regard to environmental criteria, including:</p> <ul style="list-style-type: none"> • Assimilative capacity of the receiving environment; • Proximity of Natura 2000 sites and potential for adverse effects on these sites, and their conservation objectives; • Areas with flood potential. <p>The proposed mitigation has been addressed through the final wording of the RPO 1 Environmental Assessment as follows:</p> <p>(a) Any reference to support for all plans, projects, activities and development in the RSES should be considered to refer to 'environmentally sustainable development' that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>(b) The RSES seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>(c) RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the</p> |

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| Chapter 4 - Action Plan for Rural Development and Rural Development Programme | As SEA and AA were not undertaken on these plans / programmes the SRA should condition any support for same on the outcome of AA for the individual initiatives it intends to support. This will ensure avoidance of adverse effects in the first instance and mitigation measures if required. | <p data-bbox="1514 240 2152 304">avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required.</p> <p data-bbox="1514 395 2152 491">The proposed mitigation has been addressed through the final wording of the RPO 1 Environmental Assessment as follows:</p> <ul style="list-style-type: none"> <li data-bbox="1514 517 2152 927">(a) Any reference to support for all plans, projects, activities and development in the RSES should be considered to refer to 'environmentally sustainable development' that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate. <li data-bbox="1514 952 2152 1048">(b) The RSES seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region. <li data-bbox="1514 1074 2152 1241">(c) RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required. |

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| <p>Chapter 4 - Digital and Physical Infrastructure in Rural Areas</p> <p>Rural Partnership Models</p> | <p>Mitigation measures in sectoral plans will be applicable to the delivery of any projects arising from RPO 44. However, the policy should reinforce such mitigation by referencing the fact that any plans or individual projects relating to the development and/or establishment of digital and physical infrastructure are subject to AA when prepared. This will ensure avoidance of adverse effects on the integrity of European Sites in the first instance and mitigation measures if required.</p> | <p>The proposed mitigation has been addressed through the final wording of the RPO 1 Environmental Assessment as follows:</p> <p>(a) Any reference to support for all plans, projects, activities and development in the RSES should be considered to refer to 'environmentally sustainable development' that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>(b) The RSES seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>(c) RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required.</p> <p>Further, RPO 136 (former RPO 132) National Broadband Plan (NBP) states: t is an objective to seek to expedite the implementation of the National Broadband Plan and the implementation of mitigation measures outlined in the SEA and AA for the NBP to all locations in the Region and seek reporting procedures to the Southern Regional Assembly on progress and targets being achieved from the relevant State</p> |

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| <p>Chapter 4 - Innovative Hubs and Centres of Excellence</p> <p>Innovation in rural Areas</p> <p>Diversification</p> <p>Economic clusters and Ecosystems</p> <p>Multinational Corporation</p> | <p>RPO 46 and 48 will require robust feasibility and site selection, which includes explicit consideration of likely significant effects on European sites and where relevant potential for adverse effects on the integrity of a European site will be carried out in advance of any site development.</p> | <p>Departments and agencies through effective implementation mechanisms for the RSES.</p> <p>The proposed mitigation has been addressed through the final wording of the RPO 1 Environmental Assessment as follows:</p> <p>(a) Any reference to support for all plans, projects, activities and development in the RSES should be considered to refer to 'environmentally sustainable development' that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>(b) The RSES seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>(c) RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required.</p> |

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| Chapter 4 - Tourism | <p>Any plans relating to the development of new or expansion/renewal of existing facilities and amenities shall be subject to the commitments under RPO 1 and the outcome of appropriate planning and environmental assessment processes.</p> <p>The feasibility of plans in the context of site sensitivity and the sustainable limits of specific sites will need to be established before any targeted initiatives. See RPO 52.</p> | <p>In addition to RPO 1, RPO 54 (former RPO 52) Tourism and the Environment specifically states : Development of new or enhanced tourism infrastructure and facilities should include an assessment of the environmental sensitivities of the area including an Environmental Impact Assessment (EIA); Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) if required in order to avoid adverse impacts on the receiving environment. Where such tourism infrastructure or facilities are developed, the managing authority/agency should ensure that effective monitoring protocols are put in place to monitor and assess the ongoing effect of tourism on sensitive features with particular focus on natural, archaeological and built heritage assets.</p> |
| Chapter 4 - Retail | <p>Support for infrastructural development is subject to the outcome of the required appraisal, planning and environmental assessment processes.</p> | <p>Regarding RPO 55 (former RPO 53) Retail, retail strategies provide a high level policy guidance for the location of retail development. Environmental considerations regarding the retail hierarchy will be addressed through the lower tiered development plan and local area plan processes and project consent stages. RPO 1 addresses the mitigation required to ensure the appropriate level of environmental assessment is undertaken at these stages.</p> |
| Chapter 4 - Low Carbon Economy | <p>In line with RPO 1, robust feasibility and site selection, which includes explicit consideration of likely significant effects on European sites and where relevant potential for adverse effects on the integrity of a European site will be carried out in advance of any site development.</p> | <p>The proposed mitigation has been addressed through the final wording of the RPO 1 Environmental Assessment as follows:</p> <p>(a) Any reference to support for all plans, projects, activities and development in the RSES should be considered to refer to 'environmentally sustainable development' that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to</p> |

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| Chapter 4- National Policy Statement on Bio-economy | The feasibility study shall consider the potential for adverse effects on European sites. furthermore, it shall develop siting criteria for different bioenergy types to inform future suitable location within the region. | <p>consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>(b) The RSES seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>(c) RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required.</p> |
| Bio-economy and rural areas | The mitigation measures committed to as part of the Appropriate Assessments of Foodwise 2025 and Forestry Programme 2014-2020 and the yet to be published Bio-energy Plan must be fully applied if the policies on bio-energy in the region are to avoid adverse effects on European sites. The relevant measures shall be detailed and considered in the feasibility study. | <p>The proposed mitigation has been addressed through the final wording of the RPO 1 Environmental Assessment as follows:</p> <p>(a) Any reference to support for all plans, projects, activities and development in the RSES should be considered to refer to 'environmentally sustainable development' that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> |

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| | | <p>(b) The RSES seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>(c) RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required.</p> <p>Further, RPO 57 (former RPO 55) National Policy Statement on Bio-economy states: It is an objective to support the National Policy Statement on Bio-economy (2018), subject to the implementation of mitigation measures outlined in the SEA and AA undertaken where necessary and the exploration of opportunities in the circular resource-efficient economy including undertaking a bio-economy feasibility study for the Region to identify areas of potential growth (including opportunities presented in the EU Bio-economy Strategy updated in 2018 for urban bio-economies and piloting circular bio economy cities) to inform investment in line with the national transition objective to a low carbon climate resilient and circular economy.</p> <p>RPO 58 (former RPO 56) Bio-economy and Rural Areas states it is an objective to facilitate the development of the rural economy through supporting a sustainable and economically efficient agricultural and food sector, together the bio-economy, subject to required environmental assessment processes where necessary and balanced with while at the same time noting the importance of maintaining and protecting the natural landscape.</p> |

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| <p>Chapter 4- Bio-economy and Rural Areas</p> <p>National Bio-economy Hub in Lisheen</p> <p>Health Place Audit</p> | <p>A feasibility study will be undertaken to inform decision making in relation to development of the Lisheen site to determine what development may be appropriate given the proximity of the site to the Lower River Suir SAC and how it can be achieved while ensuring the conservation objectives of the SAC are not compromised. It is noted that the site can only be developed where it can be determined, beyond reasonable scientific doubt that adverse effects can be avoided in the integrity of any European sites.</p> <p>Local economy and community plans will be subject to AA when prepared. This will include areas already in existence such as Lisheen which may not have previously been subject to AA. This will ensure avoidance of adverse effects in the first instance and mitigation measures if required.</p> | <p>The proposed mitigation has been addressed through the final wording of the RPO 1 Environmental Assessment as follows:</p> <p>(a) Any reference to support for all plans, projects, activities and development in the RSES should be considered to refer to 'environmentally sustainable development' that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>(b) The RSES seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>(c) RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required.</p> <p>Further, RPO 59 (former RPO 57) National Bio-economy Hub in Lisheen states : It is an objective to support the sustainable development of the Lisheen Bio-economy Hub site into a significant economic and employment driver with the potential to significantly contribute towards meeting Ireland's climate change targets as a strategic site of European significance. Such initiatives as the Lisheen site</p> |

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| Chapter 4- Locations for Employment Development | Robust feasibility and site selection, which includes explicit consideration of likely significant effects on European sites and where relevant potential for adverse effects on the integrity of a European site will be carried out in advance of identifying further strategic employment zones. | <p>shall be subject to robust environmental assessment including Flood Risk Assessment (if required) and satisfy AA requirements so as to AA requirements and avoid adverse effects on the integrity of European Sites.</p> <p>The proposed mitigation has been addressed through the final wording of the RPO 1 Environmental Assessment as follows:</p> <p>(a) Any reference to support for all plans, projects, activities and development in the RSES should be considered to refer to 'environmentally sustainable development' that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>(b) The RSES seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>(c) RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required.</p> |

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| <p>Chapter 4- Trade; International good practice; Bidding capacity; Common and shared evidence base; Future Proof Anticipating economic structural changes</p> | <p>With reference to RPO 71 Shared Evidence Base, it is recommended that the shared evidence base extend to environmental performance also.</p> | <p>RPO 229 Monitoring the Strategy (former RPO M) allows the scope for environmental monitoring and developing a shared evidence base to assist environmental monitoring in co-ordination with the relevant stakeholders (including the EPA) where it states:</p> <p>The Southern Regional Assembly will put in place a robust and transparent monitoring system to ensure that the progress of the regional objectives are tracked against baseline data at regular intervals during the life of the Strategy. This includes:</p> <ul style="list-style-type: none"> a. Making baseline data available as a shared evidence base, as appropriate, for the Region to local authorities and other public bodies which will inform the preparation and implementation of a local authority's Development Plans, Local Area Plans and Local Economic and Community Plans; b. Carrying out regular updates of baseline data for monitoring purposes, including integration of baseline data (including environmental data), if available, from other relevant reports, strategies and data repositories; c. Supporting the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on transboundary sites and to address cross-boundary site and species protection; |

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| Chapter 4- Marine Economy | As per the RPO 76, support for any project will be subject to the outcome of the required appraisal, planning and environmental assessment processes. | d. Establishing a monitoring committee with cross-sectoral and cross-regional representation to oversee progress and contribute to the process. The process will facilitate the involvement of relevant stakeholders throughout the implementation of the RSES to provide input on progress. |
| Maritime Spatial planning - Consistency and Alignment | <p>The mitigations arising from the AA of the upcoming MSP shall be fully integrated into the developing marine economy.</p> <p>Given the number of overlapping and competing plans already in place and anticipated for the coastal and maritime areas, it is recommended that the SRA establish a cross-boundary working group to develop interim strategies for protection of coastal and marine based European sites until such time as the MSP and associated AA mitigation is available. This early and proactive work will help inform data gaps and identify pressures which can in turn assist in assessment of the MSP in due course.</p> | <p>The mitigation is addressed through RPO 1. In addition, the following RPOs address the theme and integrate mitigation as follows:</p> <p>RPO 76 (former RPO 74) Marine Economy: It is an objective to ensure alignment, and consistency between land use and ocean-based planning, and to ensure co-ordination, which supports the protection of the marine environment and the growth of the marine economy.</p> <p>RPO 77 (former RPO 75) Maritime Spatial planning - Consistency and Alignment: It is an objective to support the integration of different uses in the marine environment and ensure consistency and alignment between high-level plans such as the National Marine Planning Framework, regional based approaches to maritime spatial planning and localised coastal management plans and local integrated coastal zone management plans. It is important to be cognisant of the need to promote cross-boundary management of coastal areas within the Region. Any development of plans in coastal zones should be informed by the Strategic Flood Risk Assessment.</p> <p>RPO 78 (former RPO 76) First Mover under the National Marine Planning Framework: It is an objective to support the sustainable development of the potential of the marine environment foster opportunities for innovation in the</p> |

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maritime economy and drive forward the Region as a first mover under marine spatial planning while preserving the environmental and ecological conservation status of our marine natural resource. Initiatives arising from this objective shall be subject to robust feasibility and site selection, which includes flood risk assessments and explicit consideration of likely significant effects on European sites and potential for adverse effects on their integrity in advance of any development. The RSES encourages close interaction between higher education, state agencies, and enterprise to position the Region in as a leader in this field.

Further, RPO 229 Monitoring the Strategy (former RPO M) allows the scope for environmental monitoring and developing resources to improve baseline data to assist implementation of RSES and complementary strategies including the National Marine Planning Framework in co-ordination with the relevant stakeholders where it states:

The Southern Regional Assembly will put in place a robust and transparent monitoring system to ensure that the progress of the regional objectives are tracked against baseline data at regular intervals during the life of the Strategy. This includes:

- a. Making baseline data available as a shared evidence base, as appropriate, for the Region to local authorities and other public bodies which will inform the preparation and implementation of a local authority's Development Plans, Local Area Plans and Local Economic and Community Plans;
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| Chapter 4- Renewable Offshore Energy Marine Clusters | In respect of the first RPO, full plan and project required mitigation as required in the OREDP. | <p>b. Carrying out regular updates of baseline data for monitoring purposes, including integration of baseline data (including environmental data), if available, from other relevant reports, strategies and data repositories;</p> <p>c. Supporting the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on transboundary sites and to address cross-boundary site and species protection;</p> <p>d. Establishing a monitoring committee with cross-sectoral and cross-regional representation to oversee progress and contribute to the process. The process will facilitate the involvement of relevant stakeholders throughout the implementation of the RSES to provide input on progress.</p> <p>The mitigation is addressed through RPO 1. In addition, the following RPOs address the theme and integrate mitigation as follows:</p> <p>RPO 85 (former RPO 83): Renewable offshore energy: To promote regional cooperation in terms of offshore renewable energy development, environmental monitoring and awareness of the benefits of realising the Region's offshore energy potential. Initiatives arising from this objective shall be subject to robust feasibility and site selection, which includes explicit consideration of likely significant effects on European</p> |

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| | | <p data-bbox="1514 240 2168 304">Sites and potential for adverse effects on the integrity of European sites in advance of any development.</p> <p data-bbox="1514 328 2168 392">RPO 147 (former RPO 142) Economic opportunities of ports states: is an objective for all ports in the Region to:</p> <ul data-bbox="1514 416 2168 1396" style="list-style-type: none"> <li data-bbox="1514 416 2168 967">• Protect the marine related functions of ports in the region including landside accessibility to ensure the future role of ports as strategic marine related assets is protected from inappropriate uses. Harness sustainable economic opportunities from the ocean economy and the role of Ports in the region in realising the full potential of the ocean economy. Particular regard should be had to the Government's integrated plan for the marine industry – Harnessing Our Ocean Wealth (2012), the National Marine Research and Innovation Strategy 2017-2021 (Marine Institute Ireland, 2017), and Ireland's Ocean Economy (NUIG, 2017), as well as the Marine Strategy Framework Directive and Ireland's Programme of Measures; and Ireland's forthcoming National Marine Planning Framework subject to the implementation of mitigation measures outlined in the SEA and AA undertaken where necessary ; <li data-bbox="1514 991 2168 1086">• . Support the role of ports, where appropriate, in facilitating the sustainable development and operation of off-shore renewable energy development; and <li data-bbox="1514 1110 2168 1238">• Support sustainable and appropriate enabling infrastructure development to harness our ocean wealth at regional and local levels including grid, pier and port facilities to support renewable energy and export potential. <li data-bbox="1514 1262 2168 1396">• Undertake feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC. |

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| Chapter 5 - Low Carbon Energy Future 2015-2030 National Mitigation Plan and National Adaptation Framework | <p>As per RPO 1, any plans and projects arising from the RSES will be subject to AA when prepared and prior to adoption / permission. This will ensure avoidance of adverse effects on the integrity of European Sites in the first instance and appropriate mitigation measures if required.</p> <p>Guidance and training in relation to AA and the obligation of public authorities shall be provided for the Regional Climate Action Offices and Local Authority staff to upskill them in relation to impacts on European sites in relation to climate mitigation and adaptation measures in the region.</p> | <ul style="list-style-type: none"> • Port development in the region must adhere to the European Commission guidelines on the Implementation of the Birds and Habitats Directives in Estuaries and Coastal Zones in order to protect the European Sites around them. • Any economic activity which utilises the marine resource shall also have regard to Ireland's obligations under the Marine Strategy Framework Directive (MSFD) which requires achieving and maintaining Good Environmental Status (GES) of coastal and marine waters (comprising both the water column and the seabed beneath it). <p>RPO 1 addresses the proposed mitigation.</p> <p>Regarding the proposed mitigation measures for effective engagement with Regional Climate Action Offices and Local Authorities, the narrative in Chapter 5 is strengthened to state at regional and local level, we need to focus on the ability of the system in all its component parts to anticipate, accommodate and recover the effects of hazardous impacts, including the integration of emergency planning into climate change adaptation. The next step is to develop this approach in partnership with the Climate Action Regional Offices (CARO) and the local authorities who have all adopted Climate Adaptation Strategies.</p> <p>The Regional Assembly has a key role to adopt a joint regional approach to adaptation planning in partnership with CARO and the local authorities, where there are opportunities to share knowledge, experience and resources or to avail of economies of scale.</p> |

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| | | <p>Regarding the structure and brief for the work of the CAROs, a high level regional objective will not set out a specific brief or structures which will evolve through the work of the CARO with each Local Authority in the implementation of Climate Adaptation Strategies.</p> <p>RPO 229 Monitoring the Strategy (former RPO M) allows the scope for engagement with CAROs and Local Authorities to assist implementation of RSES and complementary strategies including Climate Adaptation Strategies.</p> <p>The Southern Regional Assembly will put in place a robust and transparent monitoring system to ensure that the progress of the regional objectives are tracked against baseline data at regular intervals during the life of the Strategy. This includes:</p> <ul style="list-style-type: none"> a. Making baseline data available as a shared evidence base, as appropriate, for the Region to local authorities and other public bodies which will inform the preparation and implementation of a local authority's Development Plans, Local Area Plans and Local Economic and Community Plans; b. Carrying out regular updates of baseline data for monitoring purposes, including integration of baseline data (including environmental data), if available, from other relevant reports, strategies and data repositories; |

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| Chapter 5 - Decarbonisation in the Transport Sector Electric Vehicle Infrastructure | <p>Apply the mitigation measures included in the National Forestry Programme 2014-2020.</p> <p>In line with RPO 1, any plans and projects arising from the RSES will be subject to AA when prepared and prior to adoption / permission. This will ensure avoidance of adverse effects on the integrity of European Sites in the first instance and appropriate mitigation measures if required.</p> | <p>c. Supporting the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on transboundary sites and to address cross-boundary site and species protection;</p> <p>d. Establishing a monitoring committee with cross-sectoral and cross-regional representation to oversee progress and contribute to the process. The process will facilitate the involvement of relevant stakeholders throughout the implementation of the RSES to provide input on progress.</p> <p>Further, RPO 90 (new at MA Stage former RPO F) Regional De-carbonisation also addresses the proposed mitigation and states: It is an objective to develop a Regional De-carbonisation Plan to provide a framework for action on de-carbonisation across all sectors. The Plan shall include existing and future targets for each sector. Implementation mechanisms and monitoring structures shall be established with stakeholders, including the Climate Action Regional Offices, following the adoption of the RSES to identify the scope and role of the Plan, the requirements for SEA, AA and the timescale for its preparation.</p> <p>The proposed mitigation has been addressed through the final wording of the RPO 1 Environmental Assessment as follows:</p> <p>(a) Any reference to support for all plans, projects, activities and development in the RSES should be considered to refer to 'environmentally sustainable development' that has no</p> |

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| CNG refuelling stations and TEN-T corridors | Decarbonisation in the Agricultural Sector | <p>adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>(b) The RSES seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>(c) RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required.</p> <p>RPO 104 (former RPO 100) Energy Storage and Carbon Capture is also important in support of the National Forestry Programme where it states: It is an objective to support investment in initiatives to develop innovation, advances in technology and pilot projects for the sustainable development of energy storage and carbon capture within the Region and to work with key stakeholders in developing sustainable forestry, including initiatives for native tree planting and better management of peatland and soil management to support carbon sequestration and enhancement of biodiversity.</p> <p>RPO 91 (former RPO 87): Decarbonisation in the Transport Sector states:</p> |

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| | | <p>It is an objective to:</p> <ul style="list-style-type: none"> a) Seek initiatives that will achieve the de-carbonisation of the transport sector, moving to the use of clean generated electricity bio-gas, hydrogen and other non-fossil fuels for private and public transportation and provision of clean energy and lower carbon fuelling stations by 2030; b) Pursue policies to reduce reliance on private cars and achieve modal shift to sustainable transportation in conjunction with policies to achieve compact growth and reduce congestion; c) Seek the development of clean energy and lower carbon fuelling and electric vehicle charging stations and infrastructure at the appropriate locations which take into consideration electric, hydrogen, CNG/biogas inter-alia. <p>RPO 94 (former RPO 90): Decarbonisation in the Agricultural Sector states:</p> <p>It is an objective to support initiatives that advance an approach to achieve carbon neutrality for agriculture and land-use that does not compromise sustainable food production through:</p> <ul style="list-style-type: none"> (i) Programmes including the Green Low-Carbon Agri-environment Scheme (GLAS) and the Beef Data and Genomics Programme (BDGP) under Ireland’s Rural Development Programme 2014-20; (ii) Support for 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 to reduce GHGs as well as adaptation measures. The All-of-Ireland |

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| <p>Chapter 5 - Renewable Energy</p> <p>Interconnection Infrastructure</p> <p>Energy Storage and Carbon Capture</p> <p>Clean Electric Heat Technologies</p> <p>Future proofing and Retrofitting</p> <p>Non-Fossil Fuel and Heat Sources</p> | <p>RPO 93 and RPO 96 will require a dedicated feasibility study to inform the decision making on new energy efficient and renewable energy sources and productions to ensure that the sourcing of the energy does not have indirect negative impacts on any European site. The source of the renewable energies must be considered as part of the assessment of impacts on European sites.</p> <p>The RES for the region will be subject to AA and will take account of the life cycle impacts from RE.</p> <p>In line with RPO 1 proposals for development and infrastructure will need to be subject to robust site and/or route selection that addresses environmental concerns such as landscape, cultural heritage and biodiversity as a minimum.</p> <p>Development of international interconnections will require robust route and site selection and environmental assessment, including AA.</p> | <p>Government Plan on Climate Action and Ag-Climatise will guide action in this area.</p> <p>The proposed mitigation has been addressed through the final wording of the RPO 1 Environmental Assessment as follows:</p> <p>(a) Any reference to support for all plans, projects, activities and development in the RSES should be considered to refer to 'environmentally sustainable development' that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>(b) The RSES seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>(c) RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required.</p> |
| <p>Chapter 5 -Floods Directive</p> <p>Flood Risk Management</p> | <p>Mitigation: In line with RPO 1, any plans and projects arising from the RSES will be subject to AA when prepared and prior to adoption / permission. This will ensure avoidance of adverse effects on the integrity of European Sites in the first instance and appropriate mitigation measures if required.</p> | <p>RPO 1 addresses the proposed mitigation.</p> <p>Further, RPO 117 (former RPO 112) Flood Risk Management and Biodiversity states: It is an objective to avail of opportunities to enhance biodiversity and amenity and to</p> |

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| FRMP Flooding and Planning System Flooding and Biodiversity Flooding and Capital Works Flood Relief Schemes | | <p>ensure the protection of environmentally sensitive sites and habitats, including where flood risk management measures are planned. Plans and projects that have the potential to negatively impact on Natura 2000 sites are subject to the requirements of the Habitats Directive.</p> <p>RPO 116 (former RPO 111) Planning System and Flood Risk Management states: Consideration must be given to future appropriate land-use policies in accordance with the requirements of the Guidelines, The Planning System and Flood Risk Management 2009. Strategic and local flood risk assessments and plans should be prepared where appropriate, which should include consideration of potential impacts of flood risk arising from climate change. It is an objective to avoid inappropriate development in areas at risk of flooding and integrate sustainable water management solutions (such as SUDS, non-porous surfacing and green roofs) to create safe places in accordance with the Guidelines.</p> |
| Chapter 5 - RBMP SUDs RBMP and Spatial Planning | <p>Any plans and projects arising from the RSES will be subject to AA when prepared and prior to adoption / permission. This will ensure avoidance of adverse effects on the integrity of European Sites in the first instance and appropriate mitigation measures if required.</p> <p>Specific reference should be made to the DHPLGs forthcoming guidance on the integration of River Basin Management Planning with land-use planning.</p> | <p>RPO 1 applies.</p> <p>Regarding River Basement Management Plans, RPO 121 (former RPO 115) Effective Collaboration to Implement River Basin Management Plans and Water Framework Directive states:</p> <p>It is an objective to:</p> <p>a) Ensure a cross-agency collaborative approach to implementing the River Basin Management Plan. Planning authorities will be consistent with the Plan through their land use plans and strategies;</p> |

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| Chapter 5 - Green Infrastructure | Any proposed GI should be supported by a quality site/route selection process that addresses environmental concerns such as landscape, cultural heritage and biodiversity as a minimum. | RPO 1 applies. |
| Green Infrastructure Corridors | Any future development of greenways, blueways, peatways, cycleways or walkways shall include an assessment of the impacts from increased visitor pressures, in particular, on sensitive European sites | Further, RPO 124 (former RPO 118) Green Infrastructure states: b) Ensure effective co-ordination between the requirements of the Floods Directive and the Water Framework Directive; c) Promote a catchment-based approach to water management to facilitate cross boundary collaboration and shared responsibility at a regional level. The RSES supports bottom-up community initiatives through the integrated catchment management approach. The RSES recognises that there are opportunities for a collaborative regional approach to address issues such as invasive species. d) The RSES supports the work of the Local Authority Waters Programme in promoting an integrated approach to catchment management as part of the implementation of the RSES. RPO 123 (former RPO 117) River Basin Management Plan and Spatial Planning states: a) The RSES recognises that planning is critically important to the management of water resources. It is an objective to encourage the better integration of water issues into Planning Authority land-use plans and strategies; b) It is an objective to encourage the integration of river corridors with green infrastructure in settlements. The guidance document "Planning for Watercourses in the Urban Environment" published by Inland Fisheries Ireland provides an integrated watercourse protection strategy |

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| | <p>and the design will consider the provision of protective measures to avoid disturbance/visitor pressure.</p> <p>As per RPO 1, any plans or projects relating to the development and/or establishment of infrastructure are subject to AA when prepared. This will ensure avoidance of adverse effects on the integrity of European Sites in the first instance and mitigation measures if required.</p> | <p>a) It is an objective to promote the concept of connecting corridors for the movement of wildlife and encourage the retention and creation of features of biodiversity value, ecological corridors and networks that connect areas of high conservation value such as woodlands, hedgerows, earth banks, watercourses and wetlands. The RSES recognises the necessity of protecting such corridors and the necessity to encourage the management of features of the landscape that support the Natura 2000 network;</p> <p>b) Green infrastructure will be integrated into the preparation of statutory land-use plans in the Region, which will include identifying Green infrastructure and strengthening this network;</p> <p>c) All Development Plans and Local Area Plans shall protect, enhance, provide and manage Green infrastructure in an integrated and coherent manner addressing the themes of biodiversity protection, water management and climate action; 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;</p> <p>d) Any future development of greenways, blueways, peatways, cycleways or walkways will include an assessment by the relevant authorities of any impacts that may arise from increased visitor pressures, in particular, on sensitive European sites and the design of the network will consider the provision of protective measures on sites sensitive to disturbance/visitor pressure.</p> <p>RPO 125 (former RPO 119) Green Infrastructure Corridors states: Transport infrastructure provides potential opportunities to act as Green infrastructure corridors. It is an</p> |

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| Chapter 5 – Landscape, Water, Air, Noise, Light | <p>Any plans and projects arising from the RSES will be subject to AA when prepared and prior to adoption / permission. This will ensure avoidance of adverse effects on the integrity of European Sites in the first instance and appropriate mitigation measures if required.</p> <p>RPO 124-125: Any projects required to achieve this objective will be subject to RPO 1 which requires AA and EclA to inform development.</p> <p>RPO 128: The establishment of Dark Sky Parks will include and assessment of the potential to impact on European sites within the zone of influence</p> | <p>objective to support local authorities acting together with relevant national infrastructure providers to co-develop infrastructural management plans to enhance biodiversity.</p> <p>In addition, RPO 201 (former RPO 193) National Trails, Walking Routes, Greenway and Blueway Corridors includes the following: It is an objective to support investment in the development of walking and cycling facilities, greenway and blueway corridors within the Region between our Region's settlements and potential for sustainable linkages to create interregional greenways. Proposals for investment in walking and cycling facilities, greenway and blueway corridors should be based on rigorous site/route selection studies and Local authorities should ensure that decision-making in relation to such developments is informed by an appropriate level of environmental assessment, including all necessary reports to assess the potential impact on designated European sites and on biodiversity outside of formal protections such that proposed development does not contribute to loss of biodiversity.</p> <p>The proposed mitigation has been addressed through the final wording of the RPO 1 Environmental Assessment as follows:</p> <p>(a) Any reference to support for all plans, projects, activities and development in the RSES should be considered to refer to 'environmentally sustainable development' that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape,</p> |

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| Chapter 6 - Digital Connectivity, Infrastructure and Smart Cities and Region | <p>Detailed and robust route and site selection will be required to inform decision making in relation to the broadband roll out and other ICT infrastructure including international digital transmission infrastructure such as subsea cables</p> <p>The mitigation measures provided for in the NIS for the National Broadband Plan should be fully applied.</p> <p>Any plans relating to the development and/or establishment of ICT infrastructure are subject to AA when prepared. This will ensure avoidance of adverse effects on the integrity of European Sites in the first instance and mitigation measures if required.</p> | <p>cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>(b) The RSES seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>(c) RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required.</p> <p>The proposed mitigation has been addressed through the final wording of the RPO 1 Environmental Assessment as follows:</p> <p>(a) Any reference to support for all plans, projects, activities and development in the RSES should be considered to refer to 'environmentally sustainable development' that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> |

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| Chapter 6 - International Connectivity Freight Strategy | Any plans relating to the development and/or establishment of transport infrastructure are subject to AA when prepared. This will ensure avoidance of adverse effects on the integrity of European Sites in the first instance and mitigation measures if required. | <p>(b) The RSES seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>(c) RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required.</p> <p>Further, RPO 136 (former RPO 132) National Broadband Plan (NBP) states: It is an objective to seek to expedite the implementation of the National Broadband Plan and the implementation of mitigation measures outlined in the SEA and AA for the NBP to all locations in the Region and seek reporting procedures to the Southern Regional Assembly on progress and targets being achieved from the relevant State Departments and agencies through effective implementation mechanisms for the RSES.</p> |
| | | <p>RPO 1 applies. In addition, RPO 141 (former RPO 136) Regional Freight Strategy states: It is an objective to support the development of a RSES Regional Freight Strategy which includes the consideration of rail freight, the asset of our region's rail network and innovations in the freight handling and transport sector potential for electrification, lower carbon fuels and technology to be prepared by the relevant stakeholders through in consultation with the Department of Transport, Tourism and Sports, Transport Infrastructure Ireland, National Transport Authority, Local Authorities, Irish Rail, relevant delivery agencies and the port and airport</p> |

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| Chapter 6 - Ports and Harbours | <p>As per the RPO, support for these projects is subject to the outcome of the required appraisal, planning and environmental assessment processes</p> <p>Any economic activity in the SRA which utilises the marine resource should also have regard to Ireland's obligations under the Marine Strategy Framework Directive (MSFD) which requires achieving and maintaining Good Environmental Status (GES) of coastal and marine waters (comprising both the water column and the seabed beneath it).</p> | <p>authorities. Support the feasibility of delivering a national rail freight and passenger hub in the region and reinstatement of freight lines on our region's rail network. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Regional Freight Strategy and the timescale for its preparation. The requirements of the SEA and Habitats Directives shall be considered, as appropriate, in relation to a Regional Freight Strategy.</p> <p>RPO 1 applies.</p> <p>Further, RPO 147 (former RPO 142) Economic opportunities of ports states:</p> <p>It is an objective for all ports in the Region to:</p> <ul style="list-style-type: none"> • Protect the marine related functions of ports in the region including landside accessibility to ensure the future role of ports as strategic marine related assets is protected from inappropriate uses. Harness sustainable economic opportunities from the ocean economy and the role of Ports in the region in realising the full potential of the ocean economy. Particular regard should be had to the Government's integrated plan for the marine industry – Harnessing Our Ocean Wealth (2012), the National Marine Research and Innovation Strategy 2017-2021 (Marine Institute Ireland, 2017), and Ireland's Ocean Economy (NUIG, 2017), as well as the Marine Strategy Framework Directive and Ireland's Programme of Measures; and Ireland's forthcoming National Marine Planning Framework subject to the implementation of mitigation measures outlined in the SEA and AA undertaken where necessary ; |

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| Chapter 6 - Airports (Cork, Shannon, Kerry & Waterford) | <p>Any plans relating to increased infrastructure, ATM or other intensification of use at Cork, Shannon, Kerry and Waterford airports must be subject to AA. This will ensure avoidance of adverse effects on the integrity of European Sites in the first instance and mitigation measures if required.</p> <p>SRA should seek to support an appraisal of the existing drainage systems in operation at the airports to ensure they are capturing pollutants to avoid downstream impacts on water quality which provide a direct link to European sites.</p> <p>SRA should seek to support a dedicated study into the impact of aircraft movements on any SPAs within the zone of influence of each of the regions airports with particular reference to bird response.</p> | <ul style="list-style-type: none"> • Support the role of ports, where appropriate, in facilitating the sustainable development and operation of off-shore renewable energy development; and • Support sustainable and appropriate enabling infrastructure development to harness our ocean wealth at regional and local levels including grid, pier and port facilities to support renewable energy and export potential. • Undertake feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC. • Port development in the region must adhere to the European Commission guidelines on the Implementation of the Birds and Habitats Directives in Estuaries and Coastal Zones in order to protect the European Sites around them. • Any economic activity which utilises the marine resource shall also have regard to Ireland's obligations under the Marine Strategy Framework Directive (MSFD) which requires achieving and maintaining Good Environmental Status (GES) of coastal and marine waters (comprising both the water column and the seabed beneath it). <p>RPO 1 applies.</p> <p>In addition, RPO 149 (former RPO 144) Regional Airport Strategy states: It is an objective to support the development of an Airport Strategy for the Southern Region to be prepared by the relevant stakeholders through consultation with the Department of Transport, Tourism and Sports, Local Authorities, Airport Authorities, TII, NTA and other relevant stakeholders in the Southern Region. The implementation</p> |

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| | <p>This will ensure a strong evidence base is in place to inform projects which may be required under this policy area.</p> | <p>mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Airport Strategy for the Southern Region and the timescale for its preparation. The requirements for a Strategic Environmental Assessment and Appropriate Assessment shall be considered, as appropriate, in relation to a Ports and Harbour Strategy for the Southern Region.</p> <p>Regarding monitoring of impacts of airport activity, RPO 229 Monitoring the Strategy (former RPO M) allows the scope for engagement with stakeholders and strengthening baseline data for monitoring.</p> <p>The Southern Regional Assembly will put in place a robust and transparent monitoring system to ensure that the progress of the regional objectives are tracked against baseline data at regular intervals during the life of the Strategy. This includes:</p> <ul style="list-style-type: none"> a. Making baseline data available as a shared evidence base, as appropriate, for the Region to local authorities and other public bodies which will inform the preparation and implementation of a local authority's Development Plans, Local Area Plans and Local Economic and Community Plans; b. Carrying out regular updates of baseline data for monitoring purposes, including integration of baseline data (including environmental data), if available, from other relevant reports, strategies and data repositories; c. Supporting the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on |

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| Chapter 6 - Integration of Land Use and Transport Planning | <p>The guiding principles for integration of transport planning and land use planning should explicitly reference the protection of the Natura 2000 networks and the ecological linkages which support it. This has been addressed in the draft RSES.</p> <p>AA of local transport plans should be considered in addition to the statutory assessments needed for a LAP.</p> | <p>transboundary sites and to address cross-boundary site and species protection;</p> <p>d. Establishing a monitoring committee with cross-sectoral and cross-regional representation to oversee progress and contribute to the process. The process will facilitate the involvement of relevant stakeholders throughout the implementation of the RSES to provide input on progress.</p> <p>RPO 1 applies.</p> <p>In addition, RPO 151 (former RPO 146) Integration of land use and transport integration includes the requirement: The protection of the Natura 2000 networks and the ecological linkages connected to the Natura 2000 network.</p> |
| Chapter 6 - Sustainable Mobility | <p>As per the RPO, support for these projects is subject to the outcome of the required appraisal, planning and environmental assessment processes.</p> <p>Robust route and site selection is also required to inform decision making on where best to locate facilities such as park and ride to avoid introducing indirect visitor pressure.</p> | <p>RPO 1 applies. In addition, RPO 160 (former RPO 155) Smart and Sustainable Mobility includes the requirement it is an objective to deliver on NSO: Sustainable Mobility subject to the required appraisal, planning and environmental assessment processes.</p> |
| Chapter 6 - Metropolitan Area Transport Strategies | <p>The actions arising from the transport strategies will be subject to AA when prepared. This will ensure avoidance of adverse effects on the integrity of European Sites in the first instance and mitigation measures if required.</p> | <p>RPO 1 applies. In addition, RPO 164 (former RPO 156): Metropolitan Area Transport Strategies states: It is an objective to develop Metropolitan Area Transport Strategies for Cork, Limerick-Shannon and Waterford by the NTA, TII,</p> |

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| | <p>Proposals for higher densities within DP will need to establish potential for visitor pressure and pressure on services to accommodate these densities without leading to adverse effects on any European site.</p> | <p>Local Authorities and relevant stakeholders integrating priorities for the metropolitan areas identified in the RSES Regional Transport Strategy and support investment in actions under these strategies subject to required appraisal, planning and environmental assessment processes for the sustainable development of transport infrastructure and services in the metropolitan areas over a 20-year period. Metropolitan Area Transport Strategies shall undergo SEA and AA as per NPF objective NPO75.</p> <p>Regarding infrastructure to service demand from higher densities, this is addressed through RPOs including RPO 4 (former RPO 3): Infrastructure Investment , RPO 5 (former RPO 4): Population Growth and Environmental Criteria , RPO 9 (former RPO 7): Holistic Approach to Delivering Infrastructure, RPO 175 (former RPO 167) Infrastructure-led Planning, RPO 208 (former RPO 200) Irish Water and Water Supply, RPO 209 (former RPO 201) Strategic Water Supply Projects, RPO 211 (former RPO 203) Irish Water and Wastewater and RPO 212 (former RPO 204) Strategic Wastewater Treatment Facilities</p> |
| <p>Chapter 6 - Investment in Improved Strategic Road Connectivity</p> | <p>As per the RPO, support for road infrastructure is subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes.</p> <p>Detailed and robust route and site selection will be required to inform decision making in relation to all strategic infrastructure projects referenced and feasibility studies will consider a full range of reasonable alternative modes and technologies.</p> | <p>RPO 1 applies.</p> <p>In addition, both RPO 167 (former RPO 159): National Road Projects and RPO 168 (former RPO 160): Investment in Regional and Local Roads integrate the following:</p> <p>The provision of National Road Projects to be delivered during the period up to 2027 to achieve NSO: Enhanced Regional Accessibility subject to the required appraisal, planning and environmental assessment processes are supported.</p> |

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| Chapter 6 - Rail | <p>As per the RPO, support for rail networks is subject to the outcome of the required appraisal, planning and environmental assessment processes.</p> <p>Detailed and robust route and site selection will be required to inform decision making in relation to the rail projects and feasibility studies will consider a full range of reasonable alternative modes and technologies.</p> | <p>Under this RPO, where works to any part of the strategic road network are supported, the potential for improved sustainable transport shall be considered. The potential for nature-based design solutions for mitigation design shall be considered.</p> <p>The progression of the following National Road Projects at pre-appraisal stages to achieve NSO: Enhanced Regional Accessibility, subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes.</p> <p>The provision of the following projects are also supported as strategic regional priorities to achieve NSO Enhanced Regional Accessibility subject to the recommendations of the three MASPs, the preparation of associated Metropolitan Area Transport Strategies and the preparation of Local Transport Plans for key settlements and other urban centres where applicable. These measures are also subject to robust feasibility studies and site/route selection to reduce impacts on the environment and required appraisal, planning and environmental processes.</p> |
| Chapter 6 - Bus | <p>As per the RPO, support for bus networks is subject to the outcome of the required appraisal, planning and environmental assessment processes.</p> <p>Reference to “subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes” should also be included for bus as per roads above.</p> | <p>RPO 1 applies. In addition, RPO 170 (former RPO 162) Rail states: It is an objective to seek to strengthen investment in the maintenance, improvement and strengthening of the rail network in the Region subject to appropriate environmental assessment and the outcome of the planning process.</p> <p>RPO 1 applies. In addition, RPO 171 (former RPO 163 Bus) states: It is an objective through the functions of the NTA, to seek the development of bus networks in the region focused on the following subject to appropriate environmental</p> |

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| Chapter 6 - Rural Transport | <p>As per the RPO, support for these projects is subject to the outcome of the required appraisal, planning and environmental assessment processes.</p> <p>An assessment of visitor pressure, including seasonal pressure will be required to inform appropriate planning around key tourism sites.</p> <p>An AA of plans, for significant initiatives, similar to the WAW should be undertaken prior to development of infrastructure and services.</p> | <p>assessment and the outcome of the planning process, during the period of the RSES.</p> <p>RPO 1 applies. In addition, RPO 54 (former RPO 52) Tourism and the Environment states: Development of new or enhanced tourism infrastructure and facilities should include an assessment of the environmental sensitivities of the area including an Environmental Impact Assessment (EIA); Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) if required in order to avoid adverse impacts on the receiving environment. Where such tourism infrastructure or facilities are developed, the managing authority/agency should ensure that effective monitoring protocols are put in place to monitor and assess the ongoing effect of tourism on sensitive features with particular focus on natural, archaeological and built heritage assets.</p> |
| Chapter 6 - Walking and Cycling | <p>The mitigation measures provided for in the NIS for the National Cycle Plan should be fully applied.</p> <p>Such initiatives shall commit to feasibility and route selection studies with a view to identifying and subsequently avoiding high sensitivity feeding or nesting points for birds and other sensitive fauna.</p> | <p>RPO 1 applies. In addition, RPO 174 (former RPO 166) Walking and Cycling includes:</p> <p>Delivery of the cycle network set out in the three regional cities' metropolitan area Cycle Network Plans, inclusive of key commuter routes and greenways subject to SEA and AA where required;</p> <p>Support sustainable pedestrian and cyclist greenway initiatives and the potential for inter connections between greenways subject to robust site selection processes and environmental assessment processes.</p> <p>A buffer distance shall be maintained between walking, cycling, Greenway and Blueway corridors and from coastal areas, particularly those subject to current and future erosion, as well as rivers and canals to ensure protection of riparian zones and;</p> |

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| Chapter 7 - Inclusive Communities and Places | Any development should be subject to appropriate environmental assessment and the outcome of the planning process. | Such initiatives shall commit to feasibility and route selection studies with a view to identifying and subsequently avoiding high sensitivity feeding or nesting points for birds and other sensitive fauna. RPO 1 applies. In addition, RPO 175 (former RPO 167) Infrastructure-led Planning states: It is an objective to support sustainable infrastructure-led planning for future population and jobs growth in our Region, ensuring the development of social infrastructures in tandem with population and jobs growth, reflecting the RSES settlement strategy and key principles to tackle regional disparities and the legacies of deprivation in the Region. Local authorities should ensure that decision making in relation to new development/infrastructure is informed by an appropriate level of environmental assessment. |
| Chapter 7 - Healthy Communities | Any development should be subject to appropriate environmental assessment and the outcome of the planning process. | RPO 1 applies. In addition, RPO 175 (former RPO 167) Infrastructure-led Planning states: It is an objective to support sustainable infrastructure-led planning for future population and jobs growth in our Region, ensuring the development of social infrastructures in tandem with population and jobs growth, reflecting the RSES settlement strategy and key principles to tackle regional disparities and the legacies of deprivation in the Region. Local authorities should ensure that decision making in relation to new development/infrastructure is informed by an appropriate level of environmental assessment. |
| Chapter 7 - Diverse and Inclusive Region Age Friendly Communities | Any development should be subject to appropriate environmental assessment and the outcome of the planning process. | RPO 1 applies. In addition, RPO 175 (former RPO 167) Infrastructure-led Planning states: It is an objective to support sustainable infrastructure-led planning for future population and jobs growth in our Region, ensuring the |

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| <p>Chapter 7 - Childcare, Education and Lifelong Learning</p> <p>A Learning Region</p> <p>UNESCO and the Southern Region</p> <p>Skills and Talent</p> | <p>Any development should be subject to appropriate environmental assessment and the outcome of the planning process.</p> | <p>development of social infrastructures in tandem with population and jobs growth, reflecting the RSES settlement strategy and key principles to tackle regional disparities and the legacies of deprivation in the Region. Local authorities should ensure that decision making in relation to new development/infrastructure is informed by an appropriate level of environmental assessment.</p> |
| <p>Chapter 7 - Enabling Infrastructure for Development of the Cultural and Creative Sector in our Region</p> | <p>Local Authorities will ensure that decisions relating to investment in arts, cultural and heritage infrastructure/facilities should be informed by an appropriate level of environmental assessment and the outcome of the planning process. This has been addressed in the RPO.</p> <p>The potential for indirect impacts from visitor pressure as a result of improved access to cultural heritage sites on natural heritage should be considered as part of decision making.</p> <p>Local Authorities will ensure that decisions relating to upgrades/re-use of buildings for developments incorporating cultural and creative sector space and facilities are informed by an appropriate level of environmental assessment including undertaking studies where regeneration / building projects may have the potential to affect protected species. This has been addressed in the RPO.</p> | <p>In addition, RPO 175 (former RPO 167) Infrastructure-led Planning states: It is an objective to support sustainable infrastructure-led planning for future population and jobs growth in our Region, ensuring the development of social infrastructures in tandem with population and jobs growth, reflecting the RSES settlement strategy and key principles to tackle regional disparities and the legacies of deprivation in the Region. Local authorities should ensure that decision making in relation to new development/infrastructure is informed by an appropriate level of environmental assessment.</p> |

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| Chapter 7 - The Gaeltacht and Our Linguistic Heritage | Local Authorities should ensure that decision-making relating to the development of social and economic infrastructure including the development of communications and renewable energy are informed by an appropriate level of environmental assessment and the outcome of the planning process. This has been addressed in the RPOs. | <p>In addition, RPO 192 (former RPO 184) Cultural Policies and Objectives states:</p> <p>Local authority Development Plans, Local Enterprise Community Plans and Local Area Plans should include cultural policies and objectives supporting the sustainable development of enabling infrastructure including:</p> <ul style="list-style-type: none"> • Workspaces for cultural uses; • Delivery and optimisation of high-speed broadband to support the digital media and remote working; • Support investment in training and education initiatives for cultural employment opportunities; • Provision and upgrade of cultural facilities; • Support the adaptation and bringing back into use of heritage buildings; • Where large scale housing is planned, to ensure adequate provision is made for a range of community facilities including cultural facilities. Local authorities should ensure that decisions relating to upgrades/re-use of buildings for developments incorporating cultural and creative sector space and facilities are informed by an appropriate level of environmental assessment including undertaking studies where regeneration /building projects may have the potential to affect protected species. <p>RPO 1 applies. In addition, RPO 196 (former RPO 188) Gaeltacht includes the requirement: Local authorities should ensure that decision-making relating to the development of social and economic infrastructure including the development of communications and renewable energy are informed by an</p> |

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| Chapter 7 - Regional Recreation and Sporting Facilities | Local Authorities should ensure that decision-making in relation to the development of recreational and sporting infrastructure is informed by an appropriate level of environmental assessment and the outcome of the planning process. This has been addressed in the RPOs. | appropriate level of community consultation and environmental assessment. RPO 1 applies. In addition, RPO 199 (former RPO 191) Larger Sports Projects states it is an objective to support investment in the sustainable development of larger sports projects in the Region under the Large-Scale Sports Infrastructure Fund. Local authorities should ensure that decision-making in relation to the development of recreational and sporting infrastructure is informed by an appropriate level of environmental assessment. |
| Chapter 7 - Green Infrastructure Greenways and Blueways | Any development should be subject to appropriate environmental assessment and the outcome of the planning process. This has been addressed in the RPOs. | RPO 1 applies. In addition, RPO 201 (former RPO 193) National Trails, Walking Routes, Greenway and Blueway Corridors includes the following: It is an objective to support investment in the development of walking and cycling facilities, greenway and blueway corridors within the Region between our Region's settlements and potential for sustainable linkages to create interregional greenways. Proposals for investment in walking and cycling facilities, greenway and blueway corridors should be based on rigorous site/route selection studies and Local authorities should ensure that decision-making in relation to such developments is informed by an appropriate level of environmental assessment, including all necessary reports to assess the potential impact on designated European sites and on biodiversity outside of formal protections such that proposed development does not contribute to loss of biodiversity. |
| Chapter 7 - Natural Amenities National Parks Built Heritage | Local Authorities should ensure that decision making on heritage related projects and developments are informed by an appropriate level of environmental assessment including assessment of impacts on other environmental receptors such as protected species. This has been addressed in the RPO. | RPO 1 addresses the mitigation. In addition, RPO 203 (former RPO 195) Revitalisation of Historic Cores states It is an objective to promote the initiatives of local authorities, the Heritage Council, local communities, heritage property owners and other stakeholders pursuing the revitalisation of |

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| Chapter 8 - Drinking Water | <p>Delivery of these services will be subject to appropriate environmental assessment and the planning process.</p> <p>In order meet the increased demands on the water supply and prevent adverse impacts the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources (e.g. hydromorphological pressures).</p> <p>Selection of sites to facilitate improvements in water will be supported by a robust site selection process and subject to detailed environmental assessment.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary, the potential of sites to avoid adverse effects on the integrity of any European Site.</p> | <p>historic cores in our cities, towns and villages. Local authorities should ensure that visitor pressures do not impact negatively on the capacity of local services (including water, waste water) if facilities such as car parking. In this regard, heritage-led initiatives shall consider historical setting /landscape character and potential for negative effects related to visitor pressures. Local authorities should ensure that decision-making on heritage-related projects and developments are informed by an appropriate level of environmental assessment including assessment of impacts on other environmental receptors such as protected species.</p> <p>Regarding RPOs 208-210 (former RPOs 200-202) for Water Supply, RPO 1 applies where it requires :</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks</p> |

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| Chapter 8 - Wastewater | Delivery of these services will be subject to appropriate environmental assessment and the planning process. | <p>and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>Further, RPO 208 (former RPO 200) Irish Water and Water Supply integrates the following mitigation:</p> <p>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 hydro morphological pressures) and prevent adverse impacts the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>RPO 209 (former RPO 201) Strategic Water Supply Projects requires:</p> <p>It is an objective to support investment and the sustainable development of strategic water supply projects by Irish Water and relevant local authorities, arising from initiatives including Investment Plans, 25 Year Water Supply Plans for our Region's cities and metropolitan areas, leakage reduction programmes and initiatives through the National Water Resources Plan subject to appropriate environmental assessment and the planning process.</p> <p>Regarding RPOs 211-218 (former RPOs 203-210) for Waste Water and Surface Water, RPO 1 as outlined above applies. In addition, RPO 212 (former RPO 204) Strategic Wastewater Treatment Facilities integrates the following:</p> |

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| | <p>Phasing of services in terms of growth and settlement is essential to avoid adverse impacts on the integrity of the Natura 2000 network.</p> <p>Selection of sites to facilitate improvements in wastewater will be supported by a robust site selection process and subject to detailed environmental assessment.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary the potential of sites to avoid adverse effects on the integrity of any European Site.</p> | <p>It is an objective to support investment and the sustainable development of strategic water supply projects by Irish Water and relevant local authorities, arising from initiatives including Investment Plans, 25 Year Water Supply Plans for our Region's cities and metropolitan areas, leakage reduction programmes and initiatives through the National Water Resources Plan subject to appropriate environmental assessment and the planning process.</p> |
| Chapter 8 - RPOs Surface Water | <p>Delivery of these services will be subject to appropriate environmental assessment and the planning process.</p> <p>A set of site selection criteria should be developed by SRA to assist local authorities in decision making. This should include explicit consideration of the potential for likely significant effects as a distinct criterion for short-listing of site and if necessary the potential of sites to avoid adverse effects on the integrity of any European Site.</p> <p>See mitigation in relation to flood risk management in Section 7.5.</p> | <p>RPO 1 applies. In addition, RPO 218 (former RPO 210) Sustainable Urban Drainage (SUDs) states: It is an objective to support the incorporation of Sustainable Urban Drainage Systems (SUDs) in all public and private development in urban areas. The local authorities shall include objectives requiring the incorporation of SUDs in local authority development plans and Local Area Plans, and promoting greater rainwater harvesting by households and businesses for the diversion of storm water from combined sewers (where possible), so that within developments and in the wider public realm, opportunities for SUDs and rainwater harvesting maximise capacity to cater for infill, brownfield and new development in sewer networks and treatment plants.</p> <p>RPO 117 (former RPO 112) Flood Risk Management and Biodiversity states: It is an objective to avail of opportunities to enhance biodiversity and amenity and to ensure the protection of environmentally sensitive sites and habitats, including where flood risk management measures are planned. Plans and projects that have the potential to</p> |

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| Chapter 8 - RPOs Strategic Energy Grid | RPO 1 will apply to the plans and projects noted in this section. The mitigation measures from the Eirgrid Grid 25 Plan will be integrated into planning for energy infrastructure by LA. | negatively impact on Natura 2000 sites are subject to the requirements of the Habitats Directive. Regarding RPOs 220-224 (former RPOs 212-216) for the strategic energy grid, RPO 1 as outlined above also applies. Each relevant RPO also integrates the requirement “subject to appropriate environmental assessment and the planning process”. |
| Chapter 8 - RPO Gas Networks | Ensure proper site selection to avoid likely significant effects on European Sites and potential for adverse effects on site integrity. | RPO 1 applies. In addition, RPO 225 (former RPO 217) Gas Network includes: Subject to appropriate environmental assessment and the planning process where required, it is an objective to: Promote renewable gas leading to carbon emission reduction in agriculture, industry, heating and transport as well as sustainable local employment opportunities. Support the transition of the gas network to a “carbon neutral” gas network by 2050, which will drive Ireland and the Region to becoming a low carbon society. |
| Chapter 9 - Implementation and Monitoring | A regional working group should be established to improve the coherence of European Site protection and management and to address cross-boundary site and species protection. A repository for NIS and NIR documents should be established to facilitate data sharing and exchange on transboundary sites. Consideration should be given to requiring planning permissions, particularly for large infrastructure in and transparent monitoring system to ensure that the the region, to provide raw data in a readily searchable format to improve the evidence base available for decision makers at planning authority level. | This is addressed through RPO 229 Monitoring the Strategy (former RPO M) which states: The Southern Regional Assembly will put in place a robust progress of the regional objectives are tracked against baseline data at regular intervals during the life of the Strategy. This includes: |

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| Cork MASP Objective 3: Cork Harbour | The Cork Harbour objective recognises the need for protection of Cork Harbour SPA in particular. Nonetheless, a MASP Objective should be included that stipulates the need for a coordinated plan for the harbour area e.g. LAP, that can be subject to AA to ensure that cross-cutting plans do not result in cumulative and in-combination impacts. | <p>a. Making baseline data available as a shared evidence base, as appropriate, for the Region to local authorities and other public bodies which will inform the preparation and implementation of a local authority's Development Plans, Local Area Plans and Local Economic and Community Plans;</p> <p>b. Carrying out regular updates of baseline data for monitoring purposes, including integration of baseline data (including environmental data), if available, from other relevant reports, strategies and data repositories;</p> <p>c. Supporting the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on transboundary sites and to address cross-boundary site and species protection;</p> <p>d. Establishing a monitoring committee with cross-sectoral and cross-regional representation to oversee progress and contribute to the process. The process will facilitate the involvement of relevant stakeholders throughout the implementation of the RSES to provide input on progress.</p> <p>Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP. RPO 1 requires: Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust</p> |

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site/route selection processes to consider potential effects on the environment and Natura 2000 Network.

At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.

Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.

Further, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation:

Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support

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| | | <p>development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>Regarding Cork MASP Objective 3 Cork Harbour, proposed mitigation is addressed by integrating the following in the objective:</p> <p>(a): To promote Cork Harbour as a unique and strategic asset in the Cork Metropolitan Area and the Region and seek investment in the sustainable development of projects that will strengthen the potential for Cork Harbour to be a first mover in Marine Spatial Planning, a significant driver for economic growth, balanced with the protection of the harbour's ecology and natural habitats (Cork Harbour SPA).</p> <p>(b): To seek a specific planning framework initiative through the Core Strategies of Local Authority Development Plans as appropriate to guide the sustainable future management of different uses in the Cork Harbour area, including strategic economic uses, while protecting the sensitive ecosystems and designated natural habitats.</p> <p>(c): The initiative under Part (b) shall address opportunities of a waterfront city and the harbour area, the opportunities for harbour communities, enhanced transport and public transport connections, Tier 1 Port activity, industries, clusters of economic specialism, research and innovation in the marine economy, renewable energy, ecology and habitat protection, ecosystems services, tourism, greenways and blueways inter alia.</p> |

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| Cork MASP Objective 7: Integrated Land-use and Transport Planning | <p>A MASP Objective should be included that stipulates that the delivery of plans and projects arising from this Objective shall be subject to a quality site and route selection process that addresses environmental concerns which shall include the potential for likely significant effects on European sites. Reference has been made in the objective to the fact that support is subject to the outcomes of required appraisal, planning and environmental assessment processes.</p> <p>Chapter 6, RPO 156 confirms that Metropolitan Area Transport Strategies shall undergo SEA and AA as per NPF objective NPO75.</p> | <p>(d) The delivery of plans and projects in the Cork Harbour area as a result of this objective shall be subject to quality site selection processes that consider environmental constraints and undertake environmental assessments including EclA, SEA, EIA and AA processes as appropriate.</p> <p>Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP. RPO 1 requires:</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of</p> |

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| | | <p>environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>Further, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>Cork MASP Policy Objective 7 Integrated Landuse and Transport Planning includes the following: Seek delivery of the following subject to the outcomes of required appraisal, planning and environmental assessment processes including SEA and AA as appropriate.</p> <p>RPO 164 (former RPO 156): Metropolitan Area Transport Strategies states as follows: It is an objective to develop Metropolitan Area Transport Strategies for Cork, Limerick-Shannon and Waterford by the NTA, TII, Local Authorities and relevant stakeholders integrating priorities for the metropolitan areas identified in the RSES Regional Transport Strategy and support investment in actions under these</p> |

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| Cork MASP Objective 10: Education and Access to Talent | Include Cross reference to RPS 179 under this objective or include the following text: 'Undertake feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC'. | <p>strategies subject to required appraisal, planning and environmental assessment processes for the sustainable development of transport infrastructure and services in the metropolitan areas over a 20-year period. Metropolitan Area Transport Strategies shall undergo SEA and AA as per NPF objective NPO75.</p> <p>Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP as outlined above, Additionally, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> |
| Cork MASP Objective 11: Transition to Digital Future | A MASP Objective should be included that stipulates that the delivery of plans and projects arising from this Objective shall be subject to a quality site and route selection process that addresses environmental concerns which shall include the potential for likely significant effects on European sites. This has been addressed in the objective through reference to the outcome of environmental assessments and the planning process. | <p>Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP as outlined above, Additionally, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to</p> |

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| Cork MASP Objective 12: A MASP Objective should be included that stipulates that the delivery of plans and projects arising Infrastructure for Strategic from this Objective shall be subject to a quality site and route selection process that addresses Employment Locations | environmental concerns which shall include the avoidance of adverse effects on any European sites. This has been addressed in the objective through reference to the outcome of environmental assessments and the planning process. | <p>appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>Further, Cork MASP Policy Objective 11 Transition to Digital Future includes the following: The SRA will seek investment in the delivery of accessible and improved high speed, high capacity digital infrastructure in the Cork Metropolitan Area subject to the outcome of environmental assessments and the planning process.</p> |
| | | <p>Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP as outlined above, Additionally, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> |

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| Cork MASP Objective 14: Include cross reference to RPO 145 as part of Cork MASP Objective 14: Cork Airport. Cork Airport | <p data-bbox="1514 692 2163 823">Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP as outlined above, Additionally, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation:</p> <p data-bbox="1514 847 2163 1153">Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p data-bbox="1514 1177 2163 1273">The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p data-bbox="1514 1350 2163 1410">Further, Cork MASP Policy Objective 14 Cork Airport states: (a): It is an objective to support the sustainable development</p> | |

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| Cork MASP Objective 15: Include cross reference to RPO 51 and RPO 52 as part of Cork MASP Objective 15: Cork Tourism. Cork Tourism | | <p>of the airport and seek investment in infrastructure and facilities that promote the role of Cork Airport as an international gateway, employment location and economic driver for the region including the following subject to the outcome of required feasibility, assessment and environmental processes:</p> <ul style="list-style-type: none"> • Support the sustainable development and investment in infrastructure and facilities under the Cork Airport Masterplans and updates to the Cork Airport Special Local Area Plan (subject to the implementation of mitigation measures outlined in the SEA/AA undertaken). <p>Regarding the cross reference to RPO 150 (former RPO 145) High Quality International Connectivity – Airports, it is implicit that all RPO’s under Chapter 6 apply equally to the MASP. An explicit cross reference is not required.</p> |
| | | <p>Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP as outlined above, Additionally, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to ‘sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> |

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| Cork MASP Objective 16: Mitigation: Include cross reference to RPO 53 as part of Cork MASP Objective 16: Retail. Retail | | <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>Regarding the cross reference to RPO 53 (former RPO 51) Tourism and RPO 54 (former RPO 52) Tourism and the Environment, it is implicit that all RPO's under Chapter 4 apply equally to the MASP. An explicit cross reference is not required.</p> |
| Cork MASP Objective 17: Include cross reference to RPO 118 as part of Cork MASP Objective 17: Metropolitan Open Space, Metropolitan Open Space, Recreation and Greenbelt Strategy. Recreation and Greenbelt Strategy | | <p>Regarding RPO 55 (former RPO 53) Retail, retail strategies provide a high level policy guidance for the location of retail development. Environmental considerations regarding the retail hierarchy will be addressed through the lower tiered development plan and local area plan processes and project consent stages. RPO 1 addresses the mitigation required to ensure the appropriate level of environmental assessment is undertaken at these stages.</p> <p>Regarding the cross reference to RPO 55 (former RPO 53) Retail, it is implicit that all RPO's under Chapter 4 apply equally to the MASP. An explicit cross reference is not required</p> <p>Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP as outlined above, Additionally, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation:</p> |

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| | | <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>Further, Cork MASP Policy Objective 17 Metropolitan Open Space, Recreation & Greenbelt Strategy states:</p> <p>The implementation of Greenway initiatives that provide important economic, leisure and tourism, health, active and sustainable travel and environmental benefits to the metropolitan area including the Lee to Sea Greenway initiative subject to the outcome of environmental assessments and the planning process.</p> <p>In order to support decision-making in increasing recreation and tourism opportunities along the coastline, which is in close proximity to European Sites, the carrying capacity of SACs/SPAs will need to be established to understand what limits should be set for the extent of development</p> |

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| Cork MASP Objective 18: Transformational Areas and Public Realm | A MASP Objective should be included that stipulates that the delivery of plans and projects arising from this Objective shall be subject to a site selection process that addresses environmental concerns which shall include the potential for likely significant effects on European sites. | <p>Regarding the cross reference to RPO 124 (former RPO 118) Green Infrastructure, it is implicit that all RPO's under Chapter 4 apply equally to the MASP. An explicit cross reference is not required</p> <p>Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP as outlined above, Additionally, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> |
| Cork MASP Objective 19: Flood Risk Management | Development of this scheme will be subject to the outcome of the environmental and planning processes currently ongoing. | <p>Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP as outlined above, Additionally, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route</p> |

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| Cork MASP Objective 21: The RPO should stipulate that the delivery of health service infrastructure within the Cork MASP area Healthy Cities and Health Infrastructure shall be subject to a quality site selection process that addresses environmental concerns which shall include the potential for likely significant effects on European sites. | The RPO should stipulate that the delivery of health service infrastructure within the Cork MASP area shall be subject to a quality site selection process that addresses environmental concerns which shall include the potential for likely significant effects on European sites. | <p>selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> |
| Cork MASP Objective 22: Include cross reference to RPO 173 as part of Cork MASP Objective 22: Social Inclusion. Social Inclusion | Include cross reference to RPO 173 as part of Cork MASP Objective 22: Social Inclusion. | Regarding the cross reference to RPO 181 (former RPO 173) Equal Access, it is implicit that all RPO's under Chapter |

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| RPO5 National Investment through Project Ireland 2040 | The RPO should stipulate that the delivery of plans and projects as a result of investment priorities and the redevelopment and regeneration within the Cork MASP area shall be subject to robust feasibility studies and site / route selection to reduce impacts on the environment, in addition to the required appraisal, planning and environmental assessment processes. | <p>7 apply equally to the MASP. An explicit cross reference is not required</p> <p>Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP as outlined above, Additionally, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> |
| RPO7 Holistic Approach | The RPO should stipulate that the delivery of infrastructure within the Cork MASP area shall be subject to robust feasibility studies and site/ route selection to reduce impacts on the environment in addition to the required appraisal, planning and environmental assessment processes. | <p>Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP as outlined above, Additionally, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support</p> |

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| RPO 8 Compact Growth in Metropolitan Areas | The RPO should stipulate that the identification of suitable growth areas and development sites to support this objective shall be supported by a quality site selection process that addresses environmental concerns which shall include the potential for likely significant effects on European sites. | <p>development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> |
| RPO 8 Compact Growth in Metropolitan Areas | The RPO should stipulate that the identification of suitable growth areas and development sites to support this objective shall be supported by a quality site selection process that addresses environmental concerns which shall include the potential for likely significant effects on European sites. | <p>Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP as outlined above, Additionally, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> |
| Limerick Shannon MASP Objective 5: National Enablers | A MASP Objective should be included that stipulates that the delivery of plans and projects arising from this Objective shall be subject to a quality site and route selection process that addresses environmental concerns which shall include the potential for likely significant effects on European sites. | <p>Regarding general mitigation, RPO 1 applies to all objectives in the LS MASP. RPO 1 requires:</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust</p> |

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| | <p>The mitigation measures developed as part of the AA for the SIFP must be implemented to avoid adverse effects on site integrity.</p> | <p>site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>LS MASP Objective 1 Limerick Shannon Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support</p> |

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| Limerick Shannon MASP Objective 7 (former Objective 6): Sustainable Transportation | A MASP Objective should be included that stipulates that the delivery of plans and projects arising from this Objective shall be subject to a quality site and route selection process that addresses environmental concerns which shall include the potential for likely significant effects on European sites. It is noted that Chapter 6, RPO 156 confirms that Metropolitan Area Transport Strategies shall undergo SEA and AA as per NPF objective NPO75. | <p>development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region.</p> <p>RPO 1 applies. Further LS MASP Objective 1 Limerick Shannon Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region.</p> <p>RPO 164 (former RPO 156): Metropolitan Area Transport Strategies states as follows: It is an objective to develop Metropolitan Area Transport Strategies for Cork, Limerick-Shannon and Waterford by the NTA, TII, Local Authorities and relevant stakeholders integrating priorities for the metropolitan areas identified in the RSES Regional Transport</p> |

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| Limerick Shannon MASP Objective 8 (former Objective 7): Strategic Road Infrastructure | Chapter 6 of the RSES provides the following protection objectives for road projects within the SRA. RPO 156 states that the provision of National Road Projects to be delivered during the period up to 2027 to achieve NSO: Enhanced Regional Accessibility are subject to the required appraisal, planning and environmental assessment processes. Similar commitment is given for National Road Projects at pre-appraisal stages. | <p data-bbox="1509 240 2152 480">Strategy and support investment in actions under these strategies subject to required appraisal, planning and environmental assessment processes for the sustainable development of transport infrastructure and services in the metropolitan areas over a 20-year period. Metropolitan Area Transport Strategies shall undergo SEA and AA as per NPF objective NPO75.</p> <p data-bbox="1509 671 2152 767">RPO 1 applies. Further LS MASP Objective 1 Limerick Shannon Metropolitan Area integrates the following mitigation:</p> <p data-bbox="1509 791 2152 1094">Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p data-bbox="1509 1118 2152 1214">The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region.</p> <p data-bbox="1509 1294 2152 1356">Regarding the cross reference to RPO 167 (former RPO 159): National Road Projects, it is implicit that all RPO's</p> |

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| Limerick Shannon MASP Objective 9 (former Objective 8): Galway-Ennis-Shannon-Limerick (GESL) Economic Network | A MASP Objective should be included that stipulates that the delivery of plans and projects arising from this Objective shall be subject to a quality site and route selection process that addresses environmental concerns which shall include the potential for likely significant effects on European sites. | <p>under Chapter 6 apply equally to the MASP. An explicit cross reference is not required</p> <p>RPO 1 applies. Further LS MASP Objective 1 Limerick Shannon Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region.</p> |
| Limerick Shannon MASP Objective 13 (former Objective 9): Strategic Employment Locations | A MASP Objective should be included that stipulates that the delivery of plans and projects arising from this Objective shall be subject to a quality site and route selection process that addresses environmental concerns which shall include the potential for likely significant effects on European sites. This has now been added following iterative discussion. | <p>RPO 1 applies. Further LS MASP Objective 1 Limerick Shannon Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support</p> |

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| Limerick Shannon MASP Objective 15 (former Objective 11): Shannon International Airport | <p>Include cross reference to RPO 145 as part of Limerick Shannon MASP Objective 13: Shannon International Airport.</p> <p>Ensure the protection of the structure and function of the Shannon Airport Lagoon.</p> | <p>development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region.</p> <p>Further, Limerick Shannon MASP Policy Objective 13 (former Objective 9) Strategic Employment Locations states a) It is an objective to support the sustainable development of identified and future Strategic Employment Locations and to ensure the delivery of associated infrastructural requirements subject to the outcome of environmental assessments and the planning process.</p> <p>RPO 1 applies. Further LS MASP Objective 1 Limerick Shannon Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region.</p> |

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| Limerick Shannon MASP Objective 16 (former Objective 12): Shannon Foynes Port Company | Include Cross reference to RPS 142 under this objective or include the following text: 'Undertake feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC'. | <p>Further, Limerick Shannon MASP Policy Objective 15 (former Objective 11) Shannon International Airport includes the following: b) It is an objective, subject to the outcome of environmental assessments and the planning process, to supports the utilisation of the existing investment in Shannon International Airport and its surrounding land bank to act as a catalyst for economic growth in the region.</p> <p>Regarding the cross reference to RPO 150 (former RPO 145) High Quality International Connectivity – Airports, it is implicit that all RPO's under Chapter 6 apply equally to the MASP. An explicit cross reference is not required</p> <p>RPO 1 applies. Further LS MASP Objective 1 Limerick Shannon Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region.</p> |

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| Limerick Shannon MASP Objective 17 (former Objective13): Retail | Include cross reference to RPO 53 as part of Limerick Shannon MASP Objective 10: Retail. | <p>Regarding RPO 55 (former RPO 53) Retail, retail strategies provide a high level policy guidance for the location of retail development. Environmental considerations regarding the retail hierarchy will be addressed through the lower tiered development plan and local area plan processes and project consent stages. RPO 1 addresses the mitigation required to ensure the appropriate level of environmental assessment is undertaken at these stages.</p> <p>Regarding the cross reference to RPO 55 (former RPO 53) Retail, it is implicit that all RPO's under Chapter 4 apply equally to the MASP. An explicit cross reference is not required</p> |

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| Limerick Shannon MASP Objective 18 (former Objective 14): Education and Access to Talent | Include cross reference to RPO 177 and RPO 179 as part of Limerick Shannon MASP Objective 11: Education and Access to Talent. | Regarding the cross reference to RPO 185 (former RPO 177) New School Facilities and RPO 187 (former RPO 179) Education and Training, it is implicit that all RPO's under Chapter 7 apply equally to the MASP. An explicit cross reference is not required |
| Limerick Shannon MASP Objective 19 (former Objective 15): Tourism | Include cross reference to RPO 51 and 52 as part of Limerick Shannon MASP Objective 12: Tourism. | Regarding the cross reference to RPO 53 (former RPO 51) Tourism and RPO 54 (former RPO 52) Tourism and the Environment, it is implicit that all RPO's under Chapter 4 apply equally to the MASP. An explicit cross reference is not required. |
| Limerick Shannon MASP Objective 12 A Smart Metropolitan Area and Strengths in Attracting FDI sites. (former Objective 16): Digital Connectivity and Innovation | A MASP Objective should be included that stipulates that the delivery of plans and projects arising from this Objective shall be subject to a quality site and route selection process that addresses environmental concerns which shall include the potential for likely significant effects on European sites. This has been included in the RSES at RPO 1. | Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP as outlined above, Additionally, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation: Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate. The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region. |

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| <p>Limerick Shannon MASP Objective 20 (former Objective 17): Metropolitan Open Space, Recreation and Greenbelt Strategy</p> | <p>Include cross reference to RPO 118 as part of Limerick Shannon MASP Objective 16: Metropolitan Open Space, Recreation and Greenbelt Strategy.</p> | <p>Further, Limerick Shannon MASP Policy Objective 12 A Smart Metropolitan Area and Strengths in Attracting FDI (former Objective 16 Digital Connectivity & Innovation) includes: a) It is an objective to seek investment and improve quality in high speed, high capacity digital infrastructure and to seek access for all to digital infrastructure in the Limerick Shannon Metropolitan Area subject to the outcome of environmental assessments and the planning process.</p> <p>Regarding general mitigation, RPO 1 applies to all objectives in the Cork MASP as outlined above, Additionally, Cork MASP Objective 1 Cork Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</p> <p>Further, Limerick Shannon MASP Policy Objective 20 (former Objective 18) Metropolitan Open Space, Recreation & Greenbelt Strategy includes:</p> |

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| Limerick Shannon MASP Objective 20 (former Objective 18): Public Realm and Placemaking | A MASP Objective should be included that stipulates that the delivery of plans and projects arising from this Objective shall be subject to feasibility studies and a robust site selection process that addresses environmental concerns which shall include the potential for likely significant effects on European sites. | <p>Identification of measures which improve and strengthen the metropolitan area's natural environment and habitats for flora and fauna.</p> <p>It is an objective to support and encourage sustainable recreation and tourism opportunities represented by the Shannon Estuary, the potential to create new walkways by linking existing areas of open space and woodland and the opportunity to develop Greenways for cycling and walking. In order to support decision-making in increasing recreation and tourism opportunities along the coastline, which is in close proximity to European Sites, the carrying capacity of SACs/SPAs will need to be established to understand what limits should be set for the extent of development.</p> <p>Regarding the cross reference to RPO 124 (former RPO 118) Green Infrastructure, it is implicit that all RPO's under Chapter 4 apply equally to the MASP. An explicit cross reference is not required</p> <p>RPO 1 applies. Further LS MASP Objective 1 Limerick Shannon Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the</p> |

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| Limerick Shannon MASP Objective Limerick Shannon MASP Policy Objective 18 (former Objective 14) Strong Education Assets and Availability of Talent | Include cross reference to RPO 177 and RPO 179 as part of Limerick Shannon MASP Objective 18: Strong Education Assets and Availability of Talent | <p>completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region.</p> |
| Limerick Shannon MASP Objective 22 (former Objective 19) Social Inclusion | Include cross reference to RPO 173 as part of Limerick Shannon MASP Objective 19: Social Inclusion. | Regarding the cross reference to RPO 181 (former RPO 173) Equal Access, it is implicit that all RPO's under Chapter 7 apply equally to the MASP. An explicit cross reference is not required |
| Limerick Shannon MASP Objective 23 (former Objective 21): Healthy Cities and Health Infrastructure | The RPO should stipulate that the delivery of health service infrastructure within the Limerick Shannon MASP area shall be subject to a quality site selection process that addresses environmental concerns which shall include the potential for likely significant effects on European sites. | <p>RPO 1 applies. Further LS MASP Objective 1 Limerick Shannon Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the</p> |

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| Waterford MASP Objective PO 6: Investment in Sustainable Transport | Include cross reference to RPO 118 as part of Waterford MASP Objective 6: Investment in Sustainable Transport. | <p>completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region.</p> |
| Waterford MASP Objective PO 7: Regional Connectivity | Include cross reference to RPO 118 as part of Waterford MASP Objective 7: Regional Connectivity | Regarding the cross reference to RPO 124 (former RPO 118) Green Infrastructure, it is implicit that all RPO's under Chapter 5 apply equally to the MASP. An explicit cross reference is not required |
| Waterford MASP Objective PO 9 (former Objective 8): Vibrant City Centre | <p>A MASP Objective should be included that stipulates that the delivery of plans and projects arising from this Objective shall be subject to feasibility studies and a robust site selection process that addresses environmental concerns which shall include the potential for likely significant effects on European sites.</p> <p>Visitor Experience Development Plans will require AA.</p> <p>Visitor Experience Development Plans will specifically include a clear plan to avoid adverse effects on the integrity of European sites within the zone of influence of the plan including specific consideration of how supporting infrastructure like car parks and shops can influence the level of pressure on habitats and species the immediate vicinity.</p> | <p>Regarding general mitigation, RPO 1 applies to all objectives in the LS MASP. RPO 1 requires:</p> <p>Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network.</p> <p>At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant.</p> |

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| | | <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>Further, W MASP Objective 1 Waterford Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region.</p> |

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| Waterford MASP Objective PO 15 (former Objective 12): Development of Waterford Port | Include Cross reference to RPS 142 under this objective | In addition, Waterford MASP Policy Objective 9 (former Objective 8): Vibrant City Centre includes the requirement subject to the outcome of environmental assessments and the planning process. Regarding the cross reference to RPO 147 (former RPO 142) Economic opportunities of ports, it is implicit that all RPO's under Chapter 6 apply equally to the MASP. An explicit cross reference is not required |
| Waterford MASP Objective 16 (former Objective 13): Waterford Airport | An AA should be undertaken on the airport Strategy proposed in RPO 144 in Chapter 6 to inform decision making on appropriate limits in relation to development of Waterford Airport to ensure no adverse effects on site integrity. | Regarding the cross reference to RPO 149 (former RPO 144) Regional Airport Strategy, it is implicit that all RPO's under Chapter 6 apply equally to the MASP. An explicit cross reference is not required |
| Waterford MASP Objective 17 (former Objective 14): Enterprise Supports | Include cross reference to RPO 177 and RPO 179 as part of Limerick Shannon MASP Objective 17: Enterprise Supports. | Regarding the cross reference to RPO 185 (former RPO 177) New School Facilities and RPO 187 (former RPO 179) Education and Training, it is implicit that all RPO's under Chapter 7 apply equally to the MASP. An explicit cross reference is not required |
| Waterford MASP Objective 18 (former Objective 15) Tourism | Include cross reference to RPO 52 as part of Waterford MASP Objective 15: Tourism. | Regarding the cross reference to RPO 53 (former RPO 51) Tourism and RPO 54 (former RPO 52) Tourism and the Environment, it is implicit that all RPO's under Chapter 4 apply equally to the MASP. An explicit cross reference is not required |
| Waterford MASP Objective 19 (former Objective 16): Retail | Include cross reference to RPO 53 as part of Waterford MASP Objective 16: Joint Retail Strategy. | Regarding RPO 55 (former RPO 53) Retail, retail strategies provide a high level policy guidance for the location of retail development. Environmental considerations regarding the retail hierarchy will be addressed through the lower tiered development plan and local area plan processes and project |

| Chapter Ref. | Proposed Mitigation Measures/ Recommendations | How Has this Been Addressed in the Final Plan |
|--|---|--|
| Waterford MASP Objective 20 (former Objective 17): Strategic Employment Locations | The objective clearly states that support is subject to subject to the outcome of environmental assessments and the planning process. This will necessitate robust site selection including criteria to avoid adverse effects on any European site in line with commitments in RPO1 and Waterford MASP Objective 1. | <p>consent stages. RPO 1 addresses the mitigation required to ensure the appropriate level of environmental assessment is undertaken at these stages.</p> <p>Regarding the cross reference to RPO 55 (former RPO 53) Retail, it is implicit that all RPO's under Chapter 4 apply equally to the MASP. An explicit cross reference is not required</p> <p>RPO 1 applies. Further, W MASP Objective 1 Waterford Metropolitan Area integrates the following mitigation:</p> <p>Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region</p> |
| Waterford MASP Objective 21 (former Objective 18): Metropolitan Wide Open Space, Recreation and Greenbelt Strategy | Include cross reference to RPO 118 as part of Waterford MASP Objective 18: Environment | Regarding the cross reference to RPO 124 (former RPO 118) Green Infrastructure, it is implicit that all RPO's under Chapter 4 apply equally to the MASP. An explicit cross reference is not required |

| Chapter Ref. | Proposed Mitigation Measures/ Recommendations | How Has this Been Addressed in the Final Plan |
|---|--|---|
| Waterford MASP Objective 23 (former Objective 20): Lifelong Learning and Skills | Include cross reference to RPO 177 and RPO 179 as part of the Waterford MASP Objective 20: Lifelong Learning and Skills. | Regarding the cross reference to RPO 185 (former RPO 177) New School Facilities and RPO 187 (former RPO 179) Education and Training, it is implicit that all RPO's under Chapter 7 apply equally to the MASP. An explicit cross reference is not required |

1.6 RFRA Mitigation Strategy

The SRA RSES has included objectives (as show in Table 5-2 of the RFRA Report, prepared under separate cover) that recommend that subsequently produced county and city development plans carry out flood risk assessments in accordance with the Guidelines, following the sequential approach to ensure development is carried out in a sustainable manner with respect to flood risk. Objectives (as show in Table 5-2) were also included to ensure Local Authorities shall incorporate the recommendations of the CFRAM Flood Risk Management Plans into the development of local planning policy and decision making. This includes planned investment measures for managing and reducing flood risk and having due regard to the CFRAM flood maps and other flood maps as available.

Lastly they have also included objectives for local authorities to implement policies that will reduce surface water runoff and also consider the potential impacts of climate change on flood extents.

These policies will ensure that any development and regeneration areas that have been or will be identified as having a flood risk will be either developed in accordance with the Guidelines or the appropriateness of their land zoning will be reviewed to ensure that development is sustainable and not increasing flood risk in other areas.

2 MATERIAL AMENDMENTS

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--|--|---|
| <p>MA 4 – RPO 6 Collaboration between Metropolitan Areas [former RPO B]</p> | <p>Apply RPO 1 environmental policy objective.</p> <p>It is recommended to remove 'early delivery' of M24 from the RPO</p> <p>Collaboration should be considered in a dedicated strategy which can incorporate and integrate environmental considerations into the decision making on what, how and where infrastructure and development should occur.</p> | <p>Chapter 1 includes a section entitled Environment and Environmental Appraisal which integrates the proposed mitigation measures and explicitly states:</p> <ul style="list-style-type: none"> • The RSES is the regional tier within the planning framework, guided at the national level by the NPF, it will be supported by further robust local level planning through CCDP and LECs. These in turn will be subject to appropriate statutory SEA, EIA and AA processes. • Feasibility studies will be carried out to support decision making in relation to RSES objectives, including robust site/route selection processes to consider potential effects on the environment and Natura 2000 Network. • At project level, all applications for development consents for projects emanating from RSES objectives that may give rise to likely significant effects on the environment will need to be accompanied by an Ecological Impact Assessment Report (EclA), Environmental Report (ER), Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) as relevant. <p>Further, Regional Policy Objective (RPO) 1 sets out that any support for all plans, projects, activities and development in the region refers to environmentally sustainable that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) and seek to protect the Natura 2000 Network in the Southern Region. RPO 1 clarifies that RSES support for other plans/programmes (and initiatives arising) is on the basis of the appropriate level of environmental assessments being undertaken to avoid adverse effects on the Natura 2000 network and ensure the implementation of mitigation measures where required.</p> <p>Regarding the recommendation for collaboration to integrate environmental considerations in decisions that determine infrastructure development between metropolitan areas, this is addressed through RPO 1. Further, it would not be</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|-----------|-----------------------------|--|
| | | <p>appropriate for a high level regional objective to integrate specific detail on potential structures and steering groups that support collaborative initiatives.</p> <p>However, RPO 229 Monitoring the Strategy in Chapter 9 states:</p> <p>The Southern Regional Assembly will put in place a robust and transparent monitoring system to ensure that the progress of the regional objectives are tracked against baseline data at regular intervals during the life of the Strategy. This includes:</p> <ol style="list-style-type: none"> a. Making baseline data available as a shared evidence base, as appropriate, for the Region to local authorities and other public bodies which will inform the preparation and implementation of a local authority's Development Plans, Local Area Plans and Local Economic and Community Plans; b. Carrying out regular updates of baseline data for monitoring purposes, including integration of baseline data (including environmental data), if available, from other relevant reports, strategies and data repositories; c. Supporting the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on transboundary sites and to address cross-boundary site and species protection; d. Establishing a monitoring committee with cross-sectoral and cross-regional representation to oversee progress and contribute to the process. The process will facilitate the involvement of relevant stakeholders throughout the implementation of the RSES to provide input on progress. <p>The role of the Monitoring Committees will be to oversee the effective delivery of the RSES during the implementation phase, to identify opportunities to drive regional development and leverage appropriate funding and partnership and collaboration opportunities in the Region.</p> <p>Regarding the recommendation to remove reference to early delivery of the M24 from this objective, <u>this has been removed from the final RPO wording</u> which states:</p> <p><i>It is an objective to establish a collaborative intra-regional partnership approach between the region's metropolitan areas of Cork, Limerick Shannon, and Waterford</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|---|---|--|
| MA 5 – RPO 10 (former RPO 8): Compact Growth in Metropolitan Areas | Apply RPO 1 environmental policy objective. | <p><i>and a similar inter-regional approach with the Galway Metropolitan Area in the Northern and Western Region, that they are prioritised in line with the NPF's strategic objectives and population targets, for focused and long-term investment as economic engines to ensure regional parity. The three metropolitan areas will lead together in partnership to harness their combined potential as viable alternatives to the unbalanced growth of Dublin.</i></p> <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> |
| MA 8 – RPO 11 (former RPO 9) Key Towns | Apply RPO 1 environmental policy objective. | <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>Additionally, RPO 11 Key Towns integrates the following:</p> <p><i>That any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate;</i></p> |
| MA 9 – RPO 15 (former RPO 10): Tralee | <p>Apply RPO 15</p> <p>RPO 15</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>Apply RPO 11 Key Towns (former RPO 9) and RPO 54 Tourism and the Environment (former RPO 52).</p> <p>Any mitigation measures arising from assessments of masterplans related to this RPO should be implemented.</p> | <p>1</p> <p>RPO 1 as outlined above, addresses the proposed mitigation including mitigation arising from environmental assessments of lower tiered plans such as project specific masterplans.</p> <p>Additionally, RPO 11 Key Towns integrates the following:</p> <p><i>That any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate;</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| MA 10 – RPO 18 (former RPO 11) : Killarney | <p>Apply RPO 1</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and environmental assessment that addresses environmental concerns such as landscape, cultural heritage and biodiversity (in particular bats) as a minimum.</p> <p>Any mitigation measures arising from assessments of masterplans related to this RPO should be implemented.</p> | <p>Further, RPO 15 Tralee also integrates the following:</p> <p><i>(b): To seek investment to sustainably support strengthening these attributes and infrastructure subject to the outcome of the planning process and environmental assessments...</i></p> <p><i>d) Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the nutrient sensitive Lee Estuary;</i></p> <p>RPO 54 Tourism and the Environment applies the following which is applicable: <i>Development of new or enhanced tourism infrastructure and facilities should include an assessment of the environmental sensitivities of the area including an Environmental Impact Assessment (EIA); Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) if required in order to avoid adverse impacts on the receiving environment. Where such tourism infrastructure or facilities are developed, the managing authority/agency should ensure that effective monitoring protocols are put in place to monitor and assess the ongoing effect of tourism on sensitive features with particular focus on natural, archaeological and built heritage assets.</i></p> <p>RPO 1 as outlined above, addresses the proposed mitigation including mitigation arising from environmental assessments of lower tiered plans such as project specific masterplans.</p> <p>Additionally, RPO 11 Key Towns integrates the following:</p> <p><i>That any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate;</i></p> <p>Further, RPO 18 Killarney also integrates the following:</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| MA 11 – RPO 13 (former RPO 14): Ennis | <p>Apply RPO 13</p> <p>It is recommended that the Ennis 2040 be reviewed in the context of the need for SEA/AA if the material included has not already been subject to assessment in the CDP.</p> | <p><i>b): To seek investment to sustainably support its compact growth and regeneration, attributes and infrastructure.... subject to the outcome of the planning process and environmental assessments</i></p> <p><i>g): Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the downstream freshwater ecosystem in the National Park (River Deenagh, Lough Leane).</i></p> <p>RPO 54 Tourism and the Environment applies the following which is applicable: <i>Development of new or enhanced tourism infrastructure and facilities should include an assessment of the environmental sensitivities of the area including an Environmental Impact Assessment (EIA); Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) if required in order to avoid adverse impacts on the receiving environment. Where such tourism infrastructure or facilities are developed, the managing authority/agency should ensure that effective monitoring protocols are put in place to monitor and assess the ongoing effect of tourism on sensitive features with particular focus on natural, archaeological and built heritage assets.</i></p> <p>RPO 1 as outlined above, addresses the proposed mitigation including mitigation arising from environmental assessments of lower tiered plans such as project specific masterplans.</p> <p>Additionally, RPO 11 Key Towns integrates the following:</p> <p><i>That any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate;</i></p> <p>Further, RPO 13 Ennis also integrates the following:</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--|-------------------------------------|---|
| MA 12 – RPO 20 (former RPO 15): Nenagh | Apply RPO 1 & RPO 11 (former RPO 9) | <p><i>To support the delivery of the infrastructural requirements identified for Ennis, subject to the outcome of the planning process and environmental assessments;</i></p> <hr/> <p>RPO 1 as outlined above, addresses the proposed mitigation including mitigation arising from environmental assessments of lower tiered plans such as project specific masterplans.</p> <p>Additionally, RPO 11 Key Towns integrates the following:</p> <p><i>That any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate;</i></p> <p>Further, RPO 20 Nenagh also integrates the following:</p> <p><i>To support the delivery of the infrastructural requirements identified for Nenagh subject to the outcome of the planning process and environmental assessments</i></p> |
| MA 13 – RPO 21 (former RPO 16): Thurles | Apply RPO 1 & 11 (former RPO 9) | <p>RPO 1 as outlined above, addresses the proposed mitigation including mitigation arising from environmental assessments of lower tiered plans such as project specific masterplans.</p> <p>Additionally, RPO 11 Key Towns integrates the following:</p> <p><i>That any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate;</i></p> <p>Further, RPO 21 Thurles also integrates the following:</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| MA 14 – RPO 22 (former RPO 17): Newcastle West | Apply RPO 1, 11 (former RPO 9) & 54 (former RPO 52) | <p><i>To support the delivery of the infrastructural requirements identified for Thurles including support for the delivery of projects submitted under the Urban Regeneration and Development Fund subject to the outcome of the planning process and environmental assessments.</i></p> <hr/> <p>RPO 1 as outlined above, addresses the proposed mitigation including mitigation arising from environmental assessments of lower tiered plans such as project specific masterplans.</p> <p>Additionally, RPO 11 Key Towns integrates the following:</p> <p><i>That any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate;</i></p> <p>Further, RPO 22 Newcastle West also integrates the following:</p> <p><i>c. To support the delivery of the infrastructural requirements identified for Newcastle West subject to the outcome of the planning process and environmental assessments.</i></p> <p>RPO 54 Tourism and the Environment applies the following which is applicable: <i>Development of new or enhanced tourism infrastructure and facilities should include an assessment of the environmental sensitivities of the area including an Environmental Impact Assessment (EIA); Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) if required in order to avoid adverse impacts on the receiving environment. Where such tourism infrastructure or facilities are developed, the managing authority/agency should ensure that effective monitoring protocols are put in place to monitor and assess the ongoing effect of tourism on sensitive features with particular focus on natural, archaeological and built heritage assets.</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| MA 15 – RPO 12 (former RPO 18): Kilkenny | Apply RPO 1 | <p>RPO 1 as outlined above, addresses the proposed mitigation including mitigation arising from environmental assessments of lower tiered plans such as project specific masterplans.</p> <p>Additionally, RPO 11 Key Towns integrates the following:</p> <p><i>That any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate;</i></p> <p>Further, RPO 12 Kilkenny City also integrates the following:</p> <p><i>To support the delivery of the infrastructural requirements identified for Kilkenny Citysubject to required feasibility, planning and environmental assessment processes.</i></p> <p>RPO 54 Tourism and the Environment applies the following which is applicable: <i>Development of new or enhanced tourism infrastructure and facilities should include an assessment of the environmental sensitivities of the area including an Environmental Impact Assessment (EIA); Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) if required in order to avoid adverse impacts on the receiving environment. Where such tourism infrastructure or facilities are developed, the managing authority/agency should ensure that effective monitoring protocols are put in place to monitor and assess the ongoing effect of tourism on sensitive features with particular focus on natural, archaeological and built heritage assets.</i></p> |
| MA 16 – RPO 14 (former RPO 19): Carlow | <p>Apply RPO 1</p> <p>Any mitigation measures arising from assessments of joint urban area plans related to this RPO should be implemented.</p> | <p>RPO 1 as outlined above, addresses the proposed mitigation including mitigation arising from environmental assessments of lower tiered plans such as joint urban local area plans and project specific masterplans.</p> <p>Additionally, RPO 11 Key Towns integrates the following:</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--|--|--|
| MA 17 – RPO 16 (former RPO 20): Wexford | Apply RPO 1 and RPO 147 (former RPO 142) | <p><i>That any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate;</i></p> <p>Further, RPO 14 Carlow also integrates the following:</p> <p><i>Subject to the outcome of the planning process and environmental assessments the following are supported...</i></p> <p><i>To support the delivery of the infrastructural requirements identified for Carlow subject to the outcome of the planning process and environmental assessments.</i></p> <p><i>To support development of underused lands along the River Barrow as a strategic natural asset for the town. Any future development of underused lands along the River Barrow or proposals for an additional bridge should be subject to further studies to inform the exact nature and intensity that could be accommodated without giving rise to adverse effects on sensitive Natura 2000 habitats and consider any in combination effects arising from proposals for a bridge.</i></p> |
| | | <p>RPO 1 as outlined above, addresses the proposed mitigation including mitigation arising from environmental assessments of lower tiered plans such as project specific masterplans.</p> <p>Additionally, RPO 11 Key Towns integrates the following:</p> <p><i>That any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate;</i></p> <p>Further, RPO 16 Wexford also integrates the following:</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|---|-----------------------------|---|
| <p>MA 18 – RPO 17 (former RPO 21): Clonmel</p> | <p>Apply RPO 1</p> | <p><i>To support the delivery of the infrastructural requirements identified for Wexford subject to the outcome of the planning process and environmental assessments</i></p> <p>RPO 147 Economic Opportunities of Ports (former RPO 142) included the following:</p> <p><i>Undertake feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC.</i></p> <hr/> <p>RPO 1 as outlined above, addresses the proposed mitigation including mitigation arising from environmental assessments of lower tiered plans such as project specific masterplans.</p> <p>Additionally, RPO 11 Key Towns integrates the following:</p> <p><i>That any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate;</i></p> <p>Further, RPO 17 Clonmel also integrates the following:</p> <p><i>To support the delivery of the infrastructural requirements identified for Clonmel subject to the outcome of the planning process and environmental assessments</i></p> <p>RPO 54 Tourism and the Environment applies the following which is applicable: <i>Development of new or enhanced tourism infrastructure and facilities should include an assessment of the environmental sensitivities of the area including an Environmental Impact Assessment (EIA); Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) if required in order to avoid adverse impacts on the receiving environment. Where such tourism infrastructure or facilities are developed, the managing authority/agency should ensure that effective monitoring protocols are put in place to monitor and assess the ongoing effect of tourism on sensitive features with particular focus on natural, archaeological and built heritage assets.</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
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| MA 19 – RPO 24 (former RPO 23): Dungarvan | Apply RPO 1 | <p>RPO 1 as outlined above, addresses the proposed mitigation including mitigation arising from environmental assessments of lower tiered plans such as project specific masterplans.</p> <p>Additionally, RPO 11 Key Towns integrates the following:</p> <p><i>That any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to ‘environmentally sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate;</i></p> <p>Further, RPO 24 Dungarvan also integrates the following:</p> <p><i>This RSES supports the environmentally sustainable development and treatment of Dungarvan Harbour and coastline.</i></p> <p><i>To support the delivery of the infrastructural requirements identified for Dungarvan (including amenities and facilities for the community and voluntary sector) subject to the outcome of the planning process and environmental assessments.</i></p> <p>RPO 54 Tourism and the Environment applies the following which is applicable: <i>Development of new or enhanced tourism infrastructure and facilities should include an assessment of the environmental sensitivities of the area including an Environmental Impact Assessment (EIA); Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) if required in order to avoid adverse impacts on the receiving environment. Where such tourism infrastructure or facilities are developed, the managing authority/agency should ensure that effective monitoring protocols are put in place to monitor and assess the ongoing effect of tourism on sensitive features with particular focus on natural, archaeological and built heritage assets.</i></p> |
| MA 20 – RPO 26 (former RPO 24): Towns and Villages | RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|---------------------------------------|--------------------------------|---|
| MA 21 – RPO 27 (former RPO 25): Rural | Remove the wording 'or local'. | <p>Regarding recommended mitigation for RPO 25 Rural, criteria for the assessment of rural housing will be set nationally through guidelines for consistency of approach. In addition, it is noted:</p> <ul style="list-style-type: none"> • RPO 25 Rural in support of strong rural communities seeks Core Strategies to identify areas under string urban influence and to implement policies restricting unsustainable patterns of urban generated rural housing. This is in line with National Policy Objective 19. • The need for single housing in the countryside will be projected and planned for sustainably in local authority's overall Housing Need Demand Assessment Tool as part of the development plan process. This requirement under National Policy Objective 20 is supported by RSES RPO 30 Housing Need Demand Assessment. • The RSES strongly supports sustainable regeneration of small towns and villages, including New Homes in Small Towns and Villages initiatives under RPO 24 Towns and Villages, which will support a sustainable alternative to one off rural housing. • RPO 164 Rural Transport in Chapter 6 supports strengthened public transport connectivity to service rural areas and provide better access to services between towns, villages and rural areas using public transport. • RPO 168 10-Minute City and Town Concepts supports compact settlements where a range of community facilities and services are accessible by public transport, walking and cycling which supports a high quality of life alternative to one off rural housing. • RPO 208 Servicing of Rural Villages specifically seeks services in villages to provide a sustainable alternative to one-off housing in the countryside. <p>Further, through RPO 1, the RSES is explicit that any other plans or projects, including the development management process, will be subject to their own environmental assessments which will have regard to the necessary environmental legislation and protection of the environment and Natura 2000 Network in line with international, EU and national policy.</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--|-----------------------------|--|
| MA 22 – RPO 29 (former RPO 27): Urban and Rural Networks | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. |
| MA 23 – RPO 30 (former RPO C) | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. |
| MA 27 – RPO 35 (former RPO 32): Support for Compact Growth | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. |
| MA 29 – RPO 38 (former RPO 35) Retrofitting Initiative Priorities | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Further, RPO 38 also states: <i>c): Support initiatives that retrofit environmental amenities to address adverse effects on biodiversity and the environment.</i> |
| MA 30 –RPO 42 (former RPO D) | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. |
| MA 39 – RPO 89 (former RPO E) | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Further, RPO 89 also states the following mitigation: <i>a) It is an objective to support measures to build resilience to climate change throughout the Region to address impact reduction, adaptive capacity, awareness raising, providing for nature-based solutions and emergency planning;</i> <i>b) Local Authorities and other public agencies shall continue to work with the Office of Public Works to implement the Flood Risk Management Plans and address existing and potential future flood risks arising from coastal, fluvial, pluvial, groundwater and potential sources of flood risk.</i> |
| MA 41 – RPO 91 (former RPO 87): Decarbonisation in the Transport Sector | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Further, RPO 91 also states the following mitigation: |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--|-----------------------------|--|
| MA 42 – RPO 92 (former RPO 89) CNG refuelling stations and TEN-T corridors | Apply RPO 1 | <p><i>It is an objective to:</i></p> <p>a) <i>Seek initiatives that will achieve the de-carbonisation of the transport sector, moving to the use of clean generated electricity bio-gas, hydrogen and other non-fossil fuels for private and public transportation and provision of clean energy and lower carbon fuelling stations by 2030;</i></p> <p>b) <i>Pursue policies to reduce reliance on private cars and achieve modal shift to sustainable transportation in conjunction with policies to achieve compact growth and reduce congestion;</i></p> <p>c) <i>Seek the development of clean energy and lower carbon fuelling and electric vehicle charging stations and infrastructure at the appropriate locations which take into consideration electric, hydrogen, CNG/biogas inter-alia.</i></p> |
| MA 45 –RPO 104 (former RPO 100) Energy Storage and Carbon Capture | Apply RPO 1 | <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>Further, RPO 104 also states:</p> <p><i>It is an objective to support investment in initiatives to develop innovation, advances in technology and pilot projects for the sustainable development of energy storage and carbon capture within the Region and to work with key stakeholders in developing sustainable forestry, including initiatives for native tree planting and better management of peatland and soil management to support carbon sequestration and enhancement of biodiversity.</i></p> |
| MA 46 – RPO 105 (former RPO G) | Apply RPO 1 | <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>Further, RPO 105 states the following mitigation:</p> <p><i>It is an objective to support development of district heating schemes by promoting innovation in the use of recoverable heat sources and related technologies. The development of new low carbon heat sources should include non-fossil fuel heat sources including clean electric and renewable gas heat technologies in the Region.</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--------------------------------|---|---|
| MA 48 – RPO 120 (former RPO H) | <p>RPO 1</p> <p>Structures should be put in place to support an integrated approach to CZM.</p> | <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>Further, RPO 120 states:</p> <p><i>It is an objective to support measures (including Integrated Coastal Zone Management) for the management and protection of coastal resources and communities against coastal erosion, flooding and other threats. Statutory land use plans shall take account of the risk of coastal erosion.</i></p> <p>Regarding the recommendation for structures to manage CZM, it would not be appropriate for a high level regional objective to integrate specific detail on potential structures and steering groups.</p> <p>However, RPO 229 Monitoring the Strategy in Chapter 9 states:</p> <p><i>The Southern Regional Assembly will put in place a robust and transparent monitoring system to ensure that the progress of the regional objectives are tracked against baseline data at regular intervals during the life of the Strategy. This includes:</i></p> <ul style="list-style-type: none"> <i>a. Making baseline data available as a shared evidence base, as appropriate, for the Region to local authorities and other public bodies which will inform the preparation and implementation of a local authority's Development Plans, Local Area Plans and Local Economic and Community Plans;</i> <i>b. Carrying out regular updates of baseline data for monitoring purposes, including integration of baseline data (including environmental data), if available, from other relevant reports, strategies and data repositories;</i> <i>c. Supporting the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on transboundary sites and to address cross-boundary site and species protection;</i> <i>d. Establishing a monitoring committee with cross-sectoral and cross-regional representation to oversee progress and contribute to the process. The process will facilitate the involvement of relevant stakeholders throughout the implementation of the RSES to provide input on progress.</i> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--|--|---|
| MA 57 – RPO 138 (former RPO 134): Digital strategies | RPO 1 & RPO 192 (former RPO 184) | <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>Further, RPO 136 states the following mitigation:</p> <p><i>It is an objective to seek to expedite the implementation of the National Broadband Plan and the implementation of mitigation measures outlined in the SEA and AA for the NBP to all locations in the Region and seek reporting procedures to the Southern Regional Assembly on progress and targets being achieved from the relevant State Departments and agencies through effective implementation mechanisms for the RSES.</i></p> <p>Additionally, RPO 196 states Local authority Development Plans, Local Enterprise Community Plans and Local Area Plans should include cultural policies and objectives supporting the sustainable development of enabling infrastructure. Decisions relating to upgrades/re-use of buildings for developments incorporating cultural and creative sector space and facilities are informed by an appropriate level of environmental assessment including undertaking studies where regeneration /building projects may have the potential to affect protected species.</p> |
| MA 58 – RPO 139 (former RPO 1) | <p>Apply RPO 1</p> <p>Proposals must be subject to robust feasibility initially at sectoral level, followed by route selection, appropriate environmental assessment (EIA, AA EclA and FRA) and the outcomes of the planning process at the project level.</p> | <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>Further, RPO 139 states:</p> <p><i>In pursuit of the NPF National Strategic Outcome of High-Quality International Connectivity, the RSES supports actions to transition the movement of freight, ports and airports to a low carbon future.</i></p> |
| MA 59 – RPO 140 (former RPO 135) International Connectivity | Apply RPO 1 | <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>Further, RPO 140 part (d) states the following:</p> <p><i>Sustainably support infrastructure for electric and low carbon fuel infrastructure along TEN-T Core and Comprehensive Network.</i></p> |
| MA 60 – RPO 141 (former RPO 136) Regional Freight Strategy | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--|---|---|
| MA 61 – RPO 142 (former RPO 137): Ports | Apply RPO 1 & RPO 147 (former RPO 142) & RPO 79 (former RPO 77) | <p>Further, RPO 141 includes the following mitigation:</p> <p><i>The requirements of the SEA and Habitats Directives shall be considered, as appropriate, in relation to a Regional Freight Strategy.</i></p> <hr/> <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>RPO 142 integrates the following mitigation:</p> <p><i>Subject to the implementation of mitigation measures outlined in the SEA and AA undertaken on the SIFP.</i></p> <p><i>Development proposals will be subject to environmental assessment, implementation of mitigation measures outlined in applicable SEAs and AAs and feasibility studies to establish that any expansions can be achieved without adverse effects on any European sites and within the carrying capacity of the receiving environment of the ports.</i></p> <p>Additionally, RPO 79 integrates the following mitigation:</p> <ul style="list-style-type: none"> • <i>It is an objective to support and promotes the delivery of the Strategic Development Locations as set out in the SIFP for the Shannon Estuary subject to the implementation of mitigation measures outlined in the SEA and AA undertaken on SIFP.</i> • <i>It is an objective to support the promotion, marketing and seeking of financial and expertise support for the Strategic Integrated Framework Plan (SIFP) for the Shannon Estuary and specific projects emerging there from.</i> • <i>Such initiatives shall be subject to the relevant environmental assessment requirements including SEA, EIA SFRA and AA as appropriate.</i> <p>Further, RPO 147 integrates the following mitigation:</p> <ul style="list-style-type: none"> • <i>Undertake feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC.</i> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--|-----------------------------|---|
| MA 63 – RPO 146 (former RPO 141) High Quality International Connectivity – Ports | RPO 1 | <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>Further, RPO 146 integrates the following mitigation:</p> <p><i>It is an objective to achieve NSO: High Quality International Connectivity, the following port development actions are identified, subject to required appraisal, planning and environmental assessment processes and implementation of mitigation measures outlined in applicable SEAs and AAs, while ensuring the protection of sensitive natural environments and the protection of natura sites, the protection of other harbour interests including recreation, tourism and residential amenity:</i></p> |
| MA 64 –RPO 149 (former RPO 144) Regional Airport Strategy | RPO 1 | <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>Further, RPO 149 integrates the following mitigation:</p> <p><i>The requirements for a Strategic Environmental Assessment and Appropriate Assessment shall be considered, as appropriate, in relation to an Airport Strategy for the Southern Region.</i></p> |
| MA 65 – RPO 150 (former RPO 145): High Quality International Connectivity – Airports | RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. |
| MA 66 –RPO 151 (former RPO 146): Integration of land use and transport integration | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. |
| MA 69 – RPO 161 (former RPO J) | RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. |
| MA 70 – RPO 162 (former RPO K) | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. |
| MA 71 –RPO 163 (former RPO L) | RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. |
| MA 72 – RPO 160 (former RPO 155): Sustainable Mobility | RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--|-----------------------------|---|
| MA 73 –RPO 166 (former RPO 158): Investment in Strategic Road Connectivity | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. |
| MA 74 – RPO 167 (former RPO 159): National Road Projects | RPO 1 | <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>Further, RPO 167 integrates the following mitigation:</p> <ul style="list-style-type: none"> • <i>The provision of National Road Projects to be delivered during the period up to 2027 to achieve NSO: Enhanced Regional Accessibility subject to the required appraisal, planning and environmental assessment processes are supported.</i> • <i>he progression of the following National Road Projects at pre-appraisal stages to achieve NSO: Enhanced Regional Accessibility, subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes.</i> • <i>These measures are also subject to robust feasibility studies and site/route selection to reduce impacts on the environment and required appraisal, planning and environmental processes:</i> • <i>Under this RPO, where works to any part of the strategic road network are supported, the potential for improved sustainable transport shall be considered. The potential for nature-based design solutions for mitigation design shall be considered.</i> |
| MA 75 – RPO 168 (former RPO 160): Investment in Regional and Local Roads | Apply RPO 1 | <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>Further, RPO 168 integrates the following mitigation:</p> <ul style="list-style-type: none"> • <i>These measures are also subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes.</i> • <i>Improvements to roads identified at a regional and local level will be in accordance with current project appraisal, environment and planning procedures.</i> • <i>Under this RPO, where works to any part of the strategic road network are supported, the potential for improved sustainable transport shall be considered.</i> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|---|---------------------------------------|--|
| MA 77 – RPO 171 (former RPO 163): Bus | Apply RPO 1 and RPO 163 | <i>The potential for nature-based design solutions for mitigation design shall be considered.</i> |
| MA 78 –RPO 174 (former RPO 166) Walking and Cycling | Apply RPO 1, RPO 201 (former RPO 193) | <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>Further, RPO 193 states:</p> <p><i>It is an objective to support investment in the development of walking and cycling facilities, greenway and blueway corridors within the Region between our Region’s settlements and potential for sustainable linkages to create interregional greenways. Proposals for investment in walking and cycling facilities, greenway and blueway corridors should be based on rigorous site/route selection studies and Local authorities should ensure that decision-making in relation to such developments is informed by an appropriate level of environmental assessment, including all necessary reports to assess the potential impact on designated European sites and on biodiversity outside of formal protections such that proposed development does not contribute to loss of biodiversity.</i></p> |
| MA 86 – RPO 185 (former RPO 177) New School Facilities | Apply RPO 1 | <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>RPO 185 states:</p> <p><i>Planned approach to location of school facilities in accordance with the DoHPLG Guidance document The Provision of Schools and the Planning System, such that both proposed locations and existing schools are accessible by cycling/walking from the main catchment areas and accessible by public transport with appropriate safe facilities within reasonable access of public transport and active travel modes. Local authorities should also consider measures that could improve sustainable accessibility to existing school facilities by cycling/walking accessibility or public transport. Local authorities should ensure that a robust site selection process is followed in the selection of new school locations taking into account proximity to community developments such as community centres, playing fields, libraries etc. so</i></p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|---|-----------------------------|---|
| MA 94 – RPO 201 (former RPO 193) Greenway and Blueway Corridors | RPO 1 | <p><i>that the possibility of sharing facilities can be maximised. New educational development/infrastructure should be informed by anticipation of demand for student capacity and Local authorities should ensure that decision- making is informed by an appropriate level of environmental assessment.</i></p> <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> |
| MA 99 –RPO 221 (former RPO 213) Renewable Energy Generation and Transmission Network | RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. |
| MA 100 – RPO 225 (former RPO 217) Gas Network | RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. |
| MA 104 - Cork MASP Policy Objective 1: Cork Metropolitan Area | Apply RPO 1 | <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>Additionally, Cork MASP Objective 1 applies and states:</p> <p><i>(f): Any reference to support for all plans, projects, activities and development in the MASP should be considered to refer to ‘sustainable development’ that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</i></p> <p><i>(g): The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region</i></p> |
| MA 105 - Cork MASP Policy Objective 2: Cork City | Apply RPO 1 | <p>RPO 1 as outlined above, addresses the proposed mitigation.</p> <p>Additionally, Cork MASP Objective 1 applies mitigation as outlined above.</p> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--|-----------------------------|--|
| MA 106 - Cork MASP Policy Objective 4 Cork Metropolitan Area Regional Interactions | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, Cork MASP Objective 1 applies mitigation as outlined above. |
| MA 111 - Cork MASP Policy Objective 11 Transition to Digital Future | RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, Cork MASP Objective 1 applies mitigation as outlined above. |
| MA 112 - Cork MASP Policy Objective 12 Infrastructure for Strategic Employment Locations | RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, Cork MASP Objective 1 applies mitigation as outlined above. |
| MA 114 - Cork MASP Policy Objective 14 Cork Airport | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, Cork MASP Objective 1 applies mitigation as outlined above. |
| MA 116 - Cork MASP Policy Objective 17 Metropolitan Open Space, Recreation & Greenbelt Strategy | RPO 1, RPO 193 | RPO 1 as outlined above, addresses the proposed mitigation Additionally, Cork MASP Objective 1 applies and states: |
| MA 121 - Limerick Shannon MASP Policy Objective 1: Limerick Shannon Metropolitan Area | RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, LS MASP Objective 1 applies and states <i>d) Any reference to support for all plans, projects, activities and development in the MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclIA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate</i> <i>e) The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region.</i> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|---|--|--|
| MA 122 - Limerick Shannon MASP Policy Objective 2: Limerick City | RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, LS MASP Objective 1 applies mitigation as outlined above. |
| MA 123 - Limerick Shannon MASP Policy Objective 3: Shannon | Apply RPO 1 for site selection for point b. | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, LS MASP Objective 1 applies mitigation as outlined above |
| MA 124 - Limerick Shannon MASP Policy Objective 6 and 7 (former Objective 6) Sustainable Transportation | RPO1 & 151 | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, LS MASP Objective 1 applies mitigation as outlined above |
| MA 125 - Limerick Shannon MASP Policy Objective 8 (former Objective 7) Strategic Road Infrastructure | RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, LS MASP Objective 1 applies mitigation as outlined above |
| MA 127 – Limerick Shannon MASP Policy Objective 10 (former Objective N) Housing and Regeneration | RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, LS MASP Objective 1 applies mitigation as outlined above |
| MA 128 – Limerick Shannon MASP Policy Objective 11(former Objective O) Economic Resilience and Clusters | Apply RPO 1 environmental policy objective & LS MASP Objective 1. | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, LS MASP Objective 1 applies mitigation as outlined above |
| MA 129 - Limerick Shannon MASP Policy Objective 12 (former Objective 16) A Smart Metropolitan Area and Strengths in Attracting FDI | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, LS MASP Objective 1 applies mitigation as outlined above |
| MA 130 - Limerick Shannon MASP Policy Objective 13 | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|---|---|---|
| (former Objective 9) Strategic Employment Locations | | Additionally, LS MASP Objective 1 applies mitigation as outlined above |
| MA 131 - Limerick Shannon MASP Policy Objective 16 (former Objective 12) Shannon Foynes Port | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, LS MASP Objective 1 applies mitigation as outlined above |
| MA 132 - Limerick Shannon MASP Policy Objective 17 (former Objective 13) Retail | RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, LS MASP Objective 1 applies mitigation as outlined above |
| MA 133 - Limerick Shannon MASP Policy Objective 18 (former Objective 14) Strong Education Assets and Availability of Talent | RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, LS MASP Objective 1 applies mitigation as outlined above |
| MA 134 - Limerick Shannon MASP Policy Objective 19 (former Objective 15) Tourism | Apply RPO 1 Any future development of the tourism/recreational/amenity facilities should include an assessment of any impacts that may arise from increased visitor pressures, in particular, on sensitive Natura 2000 habitats. | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, LS MASP Objective 1 applies mitigation as outlined above |
| MA 135 - Waterford MASP Policy Objective 2: Driving Regional Growth for the South-East | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, W MASP Objective 1 applies mitigation as follows: <i>d. Any reference to support for all plans, projects, activities and development in the MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate</i> <i>e. The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.</i> |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|--|---|---|
| MA 136 - Waterford MASP Policy Objective 5 Investment in Infrastructure | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation Additionally, W MASP Objective 1 applies mitigation as outlined above. |
| MA 137 - Waterford MASP Policy Objective 6 Sustainable Transportation | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation Additionally, W MASP Objective 1 applies mitigation as outlined above. |
| MA 138 - Waterford MASP Policy Objective 7 Regional Connectivity | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation Additionally, W MASP Objective 1 applies mitigation as outlined above. |
| MA 140 – Waterford MASP Policy Objective 8 (former New RPO P) | Apply RPO 1, Waterford MASP Objective 1. WE1, 2 & 4. | RPO 1 as outlined above, addresses the proposed mitigation Additionally, W MASP Objective 1 applies mitigation as outlined above. Waterford MASP Objective 2 integrates the following mitigation: <ul style="list-style-type: none"> • <i>Subject to robust route/site selection and the outcome of environmental assessments and the planning process</i> Waterford MASP Objective 4 integrates the following mitigation: <ul style="list-style-type: none"> • <i>Identification of suitable sites for regeneration and development should be supported by a quality site selection process that addresses environmental concerns.</i> |
| MA 141 – Waterford MASP Policy Objective 12 (former New RPO Q) | Apply RPO 1 and Waterford MASP PO 1 | RPO 1 as outlined above, addresses the proposed mitigation. Additionally, Waterford MASP Objective 1 states: |
| MA 142 – Waterford MASP Policy Objective 13 (former New RPO R) | Apply RPO 1 and Waterford MASP PO 1 | RPO 1 as outlined above, addresses the proposed mitigation Additionally, Waterford MASP Objective 1 states: |

| Reference | Proposed Mitigation Measure | How has this been addressed in the RSES? |
|---|-----------------------------|--|
| MA 143 - Waterford MASP Policy Objective 19 (former Objective 16) Retail | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation Additionally, W MASP Objective 1 applies mitigation as outlined above. |
| MA 144 - Waterford MASP Policy Objective 23 (former Objective 20) Lifelong Learning and Skills | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation Additionally, W MASP Objective 1 applies mitigation as outlined above. |
| MA 145 - Waterford MASP Policy Objective 24 (former Objective 21): Social Inclusion | Apply RPO 1 | RPO 1 as outlined above, addresses the proposed mitigation Additionally, W MASP Objective 1 applies mitigation as outlined above. |

Appendix B

Assessment of the Material Amendments & Other Modifications

AMENDMENTS REPORTING

Environmental Assessment - SEA/AA/FRA

MDR1402Rp0018

Amendments Reporting

F02

January 2020

REPORT

| Document status | | | | | |
|-----------------|---------------------|------------------|-------------|-------------|--------------|
| Version | Purpose of document | Authored by | Reviewed by | Approved by | Review date |
| F02 | Final | Cathriona Cahill | A.Gaughran | A.Gaughran | January 2020 |

| Final | | |
|------------------|-------------------------|-----------------|
| Antonia Gaughran | <i>Antonia Gaughran</i> | 29 January 2020 |

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1 INTRODUCTION

The draft Southern Regional Spatial and Economic Strategy went on public display in December 2018. Following the end of the consultation period in March 2019, the Southern Regional Authority (SRA) reviewed all of the submissions received and proposed a series of Amendments to the draft plan. This included amendments which were categorised by the SRA as Material or Non-Material Amendments.

As part of the process of developing the SRA RSES, a Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) are being undertaken. To date, these environmental assessment processes have been applied to the draft RSES. To inform the Material Amendment stage of the RSES, and in accordance with Section 24.8(b) of the Planning and Development Act 2000 (as amended), consideration has been given to the need for SEA, AA and FRA with regard to each of the proposed Material Amendments to determine their environmental consequences.

The resulting *proposed Material Amendments to the draft Regional Spatial and Economic Strategy 2019-2030 Report* was put on public display between 12th September – 11th October 2019 along with the accompanying environmental documentation entitled *Environmental Reports*.

The submissions received were reviewed and responded to in the Director's Report and a series of recommendations in relation to the proposed Material Amendments were made i.e. to accept or reject them. The environmental documentation has been subsequently updated to review the status of the final amendments agreed.

1.1 Assessment Process

Chapter 2 identifies the environmental consequences of the proposed material amendments and subsequent minor amendments made to the draft RSES. It should be noted that this document includes screening and assessment of significant impacts in the context of SEA, AA and FRA.

2 ASSESSMENT

2.1 Assessment of Amendments

| RPO Number and Title | Draft RSES 18-12-18 | Material Amendments for Public Consultation 12th Sep-11th Oct 2019 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES | Final RSES 31-1-2020 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES |
|---|--|--|---|--|--|
| Chapter 1: Introduction | | | | | |
| RPO 1: Environmental Assessment | a. Any reference to support for all plans, projects, activities and development in the Draft RSES should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EIA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate b. The RSES seeks to protect the Natura 2000 Network in the Southern Region. c. RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required. | a. Any reference to support for all plans, projects, activities and development in the Draft RSES should be considered to refer to 'environmentally sustainable development' that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum) environmental assessment including EIA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate b. The RSES seeks to protect the Natura 2000 Network in the Southern Region. c. RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required. d. Development Plans shall include an objective for the protection of European sites (cSACs, SACs and SPAs) and Natural Heritage Areas (designated and notified proposed NHAs). | The changes are welcome. No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | (a) Any reference to support for all plans, projects, activities and development in the RSES should be considered to refer to 'environmentally sustainable development' that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EIA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate. (b) The RSES seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region. (c) RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required. (d) Development Plans shall include an objective for the protection of European sites and Natural Heritage Areas (designated and notified proposed NHAs). | As per assessment for proposed material amendment. No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. |
| Chapter 3: People and Places | | | | | |
| RPO 2 (new at MA stage - former RPO A): Planning for Diverse Areas | | The RSES recognises the strategic role played by all areas, urban and rural, in achieving the targets and objectives of the NPF and RSES. Support for sustainable growth of all communities, urban and rural, are supported by the RSES. A strategy is pursued that builds on cities and metropolitan areas as engines of growth and seeks in parallel to re-position the region's strong network of towns, villages and diverse rural areas in an economically resilient, imaginative and smart manner to create a sustainable competitive advantage for the region. | This new RPO underlines the role for all areas, urban and rural in delivering on NPF and RSES commitments and objectives. A number of RPOs are already included in the draft RSES under 'Towns and Villages' (RPO 24a-3) and 'Rural areas' (RPO 25). This new objective sits within this suite of objectives recognising the need for sustainable growth. The RPO will result in overall long-term positive impacts for PHH. | The RSES recognises the strategic role played by all areas, both urban and rural, in achieving the set regional and national targets and objectives. The RSES supports sustainable enterprise growth, services, physical and social infrastructure investment and the sustainable growth of all communities in the Region. The overall strategy builds on cities and their associated metropolitan areas as engines of growth and seeks, in parallel, to re-position the Region's strong network of towns, villages and diverse rural areas in an economically resilient, imaginative and smart way to foster sustainable competitive advantage. | As per assessment for proposed material amendment. 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 6 (new at MA stage former RPO B): Collaboration between Metropolitan Areas | | It is an objective to establish a collaborative approach between Metropolitan Areas of Cork, Limerick/Shannon, and Waterford (together with Galway); that they lead in partnership with each other to harness their combined potential as viable alternatives to Dublin. The Southern Region's Metropolitan Areas should be prioritised for focused and long-term investment as the region's most significant economic engines to ensure regional parity (together with Galway) and to act as an effective counter-balance to the unbalanced growth of Dublin. Central to the success of this collaborative approach is the early delivery of the M24. | This objective of the new RPO is for the collaborative approach between the Metropolitan areas in the SRA and Galway to harness the potential of the region. While a collaborative approach can be seen as broadly positive for PHH and MA in terms of maximising opportunities to share services and provide coordinated solutions, it also raises the issue of cumulative and in-combination effects. A concentrated effort to deliver an economic engine has the potential to result in significant negative effects for all environmental receptors and in particular PHH, W, BFF, LS, AQ and CF across the geographic area. Additional supporting and linking infrastructure may be required to deliver this objective and this may cover a range of sectors such as waste, industry, energy, transport, all with potential for short, medium and long term negative impacts if delivered in a piecemeal manner and equally the potential for cumulative and in-combination effects if not located sensitively. It is noted that RPO 6-8 support a holistic approach to compact growth and sustainable development. The reference to early delivery of the M24 is unhelpful as it ignores the proper planning and development of projects through the planning system. Early delivery or prioritisation is only possible where planning is in place and should not pre-suppose the outcome. Mitigation: Apply RPO 1 environmental policy objective. It is recommended to remove 'early delivery' of M24 from the RPO. Collaboration should be considered in a dedicated strategy which can incorporate and integrate environmental considerations into the decision making on what, how and where infrastructure and development should occur. | It is an objective to establish a collaborative intra-regional partnership approach between the region's metropolitan areas of Cork, Limerick Shannon, and Waterford and a similar inter-regional approach with the Galway Metropolitan Area in the Northern and Western Region, that they are prioritised in line with the NPF's strategic objectives and population targets, for focused and long-term investment as economic engines to ensure regional parity. The three metropolitan areas will lead together in partnership to harness their combined potential as viable alternatives to the unbalanced growth of Dublin. | As per assessment for proposed material amendment. 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 10 (former RPO 8): Compact Growth in Metropolitan Areas | a. The prioritisation of housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling. b. The identification of strategic initiatives in Local Authority Core Strategies for the MASP areas, which will achieve the compact growth targets on brownfield and infill sites at a minimum and achieve the growth targets identified in each MASP. Such strategic initiatives shall comply with MASP Goals to evolve innovative approaches for all MASPs. Initiatives may include: -Support the creation and role of Active Land Management Units with a remit to focus on the Metropolitan Areas and compact growth targets. -Partnership with the Land Development Agency to progress housing and employment delivery in city and town centres, focusing on co-ordinating and developing large, strategically located publicly owned land banks, reducing vacancy and increasing regeneration of key sites. -Support the role of the Local Authority as a development agency to kick start regeneration processes. -Deliver design briefs for strategic sites. -Seek design competitions for key strategic sites that deliver greater density, mixed uses where appropriate, sustainable design, smart technology, green infrastructure and public gain through good design. -Active land management within areas designated as site specific regeneration areas under the Urban Regeneration and Housing Act 2015 and other locations in need of renewal, including the use of site briefs and masterplans for a design led approach to renewal. -The identification of Transformational Areas which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade of parks, streetscapes and public realm areas. -Creation of continually updated data bases identifying brownfield, infill sites, regeneration areas and infrastructure packages to enable progress towards achieving compact growth targets. Through active land management initiatives, identify strategic locations for residential growth responding to the growth targets and achievement of compact growth and employment growth. | a. The prioritisation of housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling. b. The identification of strategic initiatives in Local Authority Core Strategies for the MASP areas, which will achieve the compact growth targets on brownfield and infill sites at a minimum and achieve the growth targets identified in each MASP. Such strategic initiatives shall comply with MASP Goals to evolve innovative approaches for all MASPs. Initiatives may include: -Support the creation and role of Active Land Management Units with a remit to focus on the Metropolitan Areas and compact growth targets. -Partnership with the Land Development Agency to progress housing and employment delivery in city and town centres, focusing on co-ordinating and developing large, strategically located publicly owned land banks, reducing vacancy and increasing regeneration of key sites. -Support the role of the Local Authority as a development agency to kick start regeneration processes. -Initiatives that facilitate the regeneration of derelict buildings and vacant sites for the provision of high-quality affordable housing. -Strategic land reserve initiatives -Deliver design briefs for strategic sites. -Seek design competitions for key strategic sites that deliver greater density, mixed uses where appropriate, sustainable design, smart technology, green infrastructure and public gain through good design. -Active land management within areas designated as site specific regeneration areas under the Urban Regeneration and Housing Act 2015 and other locations in need of renewal, including the use of site briefs and masterplans for a design led approach to renewal. -The identification of Transformational Areas public realm and site regeneration initiatives which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade of parks, streetscapes and public realm areas. -Creation of continually updated data bases identifying brownfield, infill sites, regeneration areas and infrastructure packages to enable progress towards achieving compact growth targets. Through active land management initiatives, identify strategic locations for residential growth responding to the growth targets and achievement of compact growth and employment growth. | The amendments to this objective will give rise to positive impacts in terms of PHH and MA due to the focus on regeneration within the Metropolitan areas. Through regeneration, uncontrolled run-off or contamination issues are generally improved upon resulting in positive impacts to LS and W. However, there are potential negative impacts for BFF, LS and W where regeneration or infill development results in emissions to water or the generation of contaminated material from brownfield sites. There are also positive implications for BFF, LS and W where infill development is preferable over the development of greenfield at the edges of the city(s). Development, once sustainable, should result in positive impacts to AQ and CF however increased emissions due to growth in the city centre may also have negative impacts in this regard. From a landscape and visual perspective regeneration generally results in improved visual impacts. However, regeneration needs to be cognisant of the need for sensitive development of protected building and the type and scale of development, which could impact on the skyline/cityscape character. Potential to impact on BFF, particularly bats which may roost in older buildings should also be considered. | To achieve compact growth, the RSES seeks to: (a) Prioritise housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling. (b) Identify strategic initiatives in Local Authority Core Strategies for the MASP areas, which will achieve the compact growth targets on brownfield and infill sites at a minimum and achieve the growth targets identified in each MASP. Such strategic initiatives shall comply with MASP Goals to evolve innovative approaches for all MASPs. Initiatives may include: -Support the creation and role of Active Land Management Units with a remit to focus on the metropolitan areas and compact growth targets; -Tier 1 (Serviced Zoned Land) and Tier 2 (Serviceable Zoned Land) to be identified as part of the review of the City and County Development Plans in the region -Partnerships with the Land Development Agency to progress housing and employment delivery in city and town centres, focusing on co-ordinating and developing large, strategically located, publicly-owned land banks, reducing vacancy and increasing regeneration of key sites; -Support the role of the local authority as a development agency to kick start regeneration processes; -Initiatives that facilitate the regeneration of derelict buildings and vacant sites for the provision of high-quality, environmentally friendly Nearly Zero Energy Building (NZE) affordable housing. -Strategic land reserve initiatives; -Deliver design briefs for strategic sites; -Seek design competitions for key strategic sites that deliver greater density, mixed uses where appropriate, sustainable design, smart technology, green infrastructure and public gain through good design; -Active land management within designated site specific regeneration areas under the Urban Regeneration and Housing Act 2015, and other locations in need of renewal, including the use of site briefs and masterplans for a design led approach to renewal; -The identification of public realm and site regeneration initiatives which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade of parks, streetscapes and public realm areas; -Creation of continually updated data-bases identifying brownfield, infill sites, regeneration areas and infrastructure packages to enable progress towards achieving compact growth targets. Through active land management initiatives, identify strategic locations for residential growth responding to the growth targets and achievement of compact growth and employment growth. | As per assessment for proposed material amendment. 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 Number and Title | Draft RSES 18-12-18 | Material Amendments for Public Consultation 12th Sep-11th Oct 2019 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES | Final RSES 31-1-2020 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES |
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| RPO 11 (former RPO 9) Key Towns | <p>a. It is an objective to seek investment in infrastructure inclusive of utilities, transportation, social and community, environmental, climate change adaptation and future proofing infrastructure including Flood Risk management measures, recreational, arts and cultural that will deliver sustainable growth in Key Towns subject to the outcome of the planning process and environmental assessments.</p> <p>b. It is an objective that all Key Towns will be subject to a Local Transport Plan, as per transport objectives provided in Chapter 6.</p> <p>c. It is an objective to support and promote vibrant, culturally-rich and revitalised Key Towns with enhanced social inclusion, sustainable neighbourhoods and a high level of environmental quality to ensure an excellent quality of life for all.</p> <p>d. It is an objective to support and promote Placemaking in all Key Towns to include public realm regeneration and urban renewal initiatives.</p> <p>e. Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclIA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>f. Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</p> <p>g. Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water and the local authority to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>h. In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> | <p>a. Local Authorities should target growth of 30% for each Key Town subject to capacity analysis including historic growth levels.</p> <p>b. It is an objective to seek investment in holistic infrastructure inclusive of utilities, transportation, social and community, environmental, climate change adaptation and future proofing infrastructure including Flood Risk management measures and flood defence schemes, recreational, arts and cultural that will deliver sustainable growth in Key Towns subject to the outcome of the planning process and environmental assessments.</p> <p>c. It is an objective that all Key Towns will be subject to a Local Transport Plan, as per transport objectives provided in Chapter 6—a local transport plan will be prepared for all the key towns, on the basis provided for in RPO 152 Local Transport Plans in Chapter 6</p> <p>d. It is an objective to support and promote vibrant, culturally-rich and revitalised Key Towns with enhanced social inclusion, sustainable neighbourhoods and a high level of environmental quality to ensure an excellent quality of life for all.</p> <p>e. It is an objective to support and promote Placemaking in all Key Towns to include public realm regeneration, and urban renewal initiatives and Public Private Partnership approaches for town centre regeneration.</p> <p>f. It is an objective to seek the sustainable development of tourism facilities that enhance diverse tourism roles for Key Towns and seek investment in services to cater for increased population numbers arising from tourism.</p> <p>g. It is an objective to support learning, education and training initiatives, economic regeneration initiatives and enterprise facilities to address unemployment blackspots.</p> <p>h. It is an objective to support initiatives which seek to strengthen and develop niche retail and mixed-use services in town centres.</p> <p>i. Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclIA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.</p> <p>j. Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns</p> <p>k. Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>l. In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.</p> | <p>The amendments to this RPO further strengthen this RPO in seeking to revitalise key towns, which is positive for PHH and MA.</p> <p>The sustainable development of tourism facilities in key towns is positive for PHH and MA as it seeks to bring employment opportunities and enhance recreational and amenity facilities in key towns. However, associated infrastructural development can have significant potential for negative impacts on BFF, W, LS, AQ, CF and Lands through greenfield and brownfield development, habitat loss and disturbance and emissions to air, soil and water.</p> <p>Planning of any new development should be subject to feasibility, site selection and environmental assessments (SEA, EIA, AA, EclIA). Furthermore, increased footfall to access key built and natural heritage features can also damage assets in the long-term and as such the visitor pressure in key tourism areas needs to be closely monitored and aligned with clear visitor strategies for high interest sites.</p> <p>Similarly, support for learning and is positive for PHH as it invests in people and bringing employment opportunities.</p> <p>Support for niche retail and mixed use services in town centres is also positive for MA, but any associated development would require consideration of Cultural Heritage and the Landscape particularly where buildings are retrofitted.</p> | <p>a) Local Authorities are supported in targeting growth of more than 30% for each Key Town subject to capacity analysis and sustainable criteria under Section 3.3 A Tailored Approach, RPO 2 Local Authority Core Strategies and the sustainable requirements under the following sub sections of RPO 9 Key Towns. The appropriate level of growth is to be determined by the Core Strategy of Development Plans.</p> <p>b) It is an objective to seek investment in holistic infrastructure inclusive of utilities, transportation, social and community, digital infrastructure and smart technologies environmental (including facilitation of climate change mitigation and of biodiversity promotion), climate change adaptation and future proofing infrastructure including flood risk management measures and flood defence schemes, recreational, arts and cultural that will deliver sustainable growth in Key Towns subject to the outcome of the planning process and environmental assessments;</p> <p>c) It is an objective that a Local Transport Plan will be prepared for all the Key Towns, on the basis provided for in RPO Local Transport Plans in Chapter 6;</p> <p>d) To support and promote vibrant, culturally-rich and revitalised Key Towns with enhanced social inclusion, engaged and active voluntary, non-profit and social enterprise sectors, sustainable neighbourhoods and a high level of environmental quality to ensure an excellent quality of life for all;</p> <p>e) To support and promote placemaking in all Key Towns to include public realm regeneration and urban renewal initiatives and public private partnership approaches for town centre regeneration;</p> <p>f) To seek the sustainable development of tourism facilities that enhance diverse tourism roles for Key Towns and seek investment in services to cater for increased population numbers arising from tourism;</p> <p>g) To support learning, education and training initiatives, economic regeneration initiatives and enterprise facilities to address unemployment blackspots.</p> <p>h) To support initiatives which seek to strengthen and develop niche retail and mixed-use services in town centres;</p> <p>i) That any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclIA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate;</p> <p>j) That local authorities consider the carrying capacity of SACs/SPAs, as appropriate, to inform the appropriate growth rates for Key Towns;</p> <p>k) To plan increasing population growth in all Key Towns on a phased basis in collaboration with Irish Water, the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</p> <p>l) To give due consideration to the suitability of new and/or existing drinking water sources (e.g. hydromorphological pressures) to meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network. The National Water Resources Plan (NWRP) will outline how we move towards a sustainable, secure and reliable public drinking water supply over the next 25 years, whilst safeguarding our environment.</p> | <p>As per assessment for proposed material amendment.</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> |
| RPO 12 (former RPO 18): Kilkenny | <p>a. To strengthen 'steady state' investment in existing rail infrastructure to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times.</p> <p>b. To support development of freight rail services and facilities at the ports;</p> <p>c. To strengthen the Education, Research and Innovation Capacity Kilkenny with ongoing development of St. Kieran's College and development of the Multi-Campus TUSE</p> <p>d. To support urban generation through investment in the Abbey Quarter & other initiatives to improve the Public Realm and regenerate underused land in the City and to support implementation of mitigation from Abbey Quarter Masterplan SEA and AA processes.</p> <p>e. To seek investment in sustainable transport measures through a Local Transport Plan including development of Town Bus Services in support of the Compact '10-minute city' concept.</p> <p>f. It is an objective to support the delivery of the infrastructural requirements identified for Kilkenny City subject to the outcome of the planning process and environmental assessments.</p> | <p>a) To strengthen the role of Kilkenny City as a self-sustaining regional economic driver with significant zone of influence and Key Town on the Dublin – Carlow-Kilkenny Waterford M9 Road/Rail Axis, links to the Eastern Corridor. The RSES seeks to leverage its strategic location and accessibility to the Port of Waterford & Rosslare Europort, Waterford Airport and to build upon its inherent strengths including the Finance, Technology and Creative Sectors, skills, innovation and enterprise, tourism, and retail services.</p> <p>b) To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times.</p> <p>c) To support development of freight rail services and facilities including rail freight links to at the ports;</p> <p>d) To strengthen the Education, Research and Innovation Capacity Kilkenny with ongoing development of St. Kieran's College and development of the Multi-Campus TUSE</p> <p>e) To support urban generation through investment in the Abbey Quarter & other initiatives to improve the Public Realm and regenerate underused land in the City and to support implementation of mitigation from Abbey Quarter Masterplan SEA and AA processes.</p> <p>f) To seek investment in sustainable transport measures through a Local Transport Plan including development of Town Bus Services in support of the Compact '10-minute city' concept.</p> <p>g) It is an objective to support the delivery of the infrastructural requirements identified for Kilkenny City subject to the outcome of the planning process and environmental assessments.</p> | <p>The amendments to this RPO strengthen the role of Kilkenny city as a self sustaining regional economic driver, which is positive for PHH and MA. There is however potential for direct and indirect negative impacts on the CH value of the city given the heritage features present. Objectives which seek to draw traffic and development into the city must be supported by advanced feasibility studies into the carrying capacity of the road network and services to ensure growth is within sustainable limits. Development to improve rail infrastructure including rail freight links is also positive for PHH and MA along with CF and AQ. However, all such development should be subject to the outcome of the planning process and the necessary environmental assessments. See also previous assessment for Kilkenny for sensitivities.</p> | <p>a) To strengthen the role of Kilkenny City as a self-sustaining regional economic driver with significant zone of influence and Key Town on Dublin – Carlow-Kilkenny Waterford M9 Road/Rail Axis, links to the Eastern Corridor. The RSES seeks to leverage its strategic location and accessibility to the Port of Waterford & Rosslare Europort, Waterford Airport and to build upon its inherent strengths including the finance, technology and creative sectors, skills, innovation and enterprise, tourism, and retail services.</p> <p>b) To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times.</p> <p>c) To support development of freight rail services and facilities including rail freight links to the ports;</p> <p>d) To strengthen the Education, Research and Innovation Capacity Kilkenny with ongoing development of St. Kieran's College and development of the Multi-Campus TUSE</p> <p>e) To support urban generation through investment in the Abbey Quarter & other initiatives to improve the Public Realm and regenerate underused land in the City and to support implementation of mitigation from Abbey Quarter Masterplan SEA and AA processes.</p> <p>f) To seek investment in sustainable transport measures through a Local Transport Plan including development of Town Bus Services in support of the Compact '10-minute city' concept.</p> <p>g) To support the delivery of the infrastructural requirements identified for Kilkenny City including the delivery of the northern extension of the ring road from the N77 Castlecomer Road to the R693 Freshford Rd as part of the western by-pass for the city from the Castlecomer Road to the Waterford Road identified as an objective and assessed under the Kilkenny City & Environs Development Plan, subject to required feasibility, planning and environmental assessment processes.</p> <p>(h): Support for the City as a 'Hero site' within the Faighte Ireland's branding of Ireland's Ancient East. The 'Medieval Mile' package which brings together Public Realm improvements linking Kilkenny Castle to St Canice's Cathedral and other significant attractions in between, such as the Medieval Mile Museum, the new Butler Gallery, the Smithwick's Experience and Rothe House.</p> <p>(i): Support for the Quality of life offer in Kilkenny City which is renowned as evidenced in its population growth which has exceeds the national average over the period 2006 – 2016.</p> | <p>The addition of wording to g) refers to the N77 Castlecomer Road to the R693 Freshford Rd, which was assessed as part of the Kilkenny City& Environs Development Plan. Any related SEA and AA mitigation should be incorporated during feasibility, planning and environmental assessment processes.</p> <p>The inclusion of h) and i) are positive for PHH and MA, however, there is potential for direct and indirect negative and positive impacts on the CH value of the city given the heritage features present. However, all such development should be subject to the outcome of the planning process and the necessary environmental assessments. See also previous assessment for Kilkenny for sensitivities.</p> <p>No further additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alterations to the draft plan.</p> |
| RPO 13 (former RPO 14) Ennis | <p>a. It is an objective to support Ennis as a key regional economic driver for the Mid-West and as a key location for investment and choice in the region, to support the enhanced development of Ennis based on its strategic location relative to Limerick City, Galway City and Shannon International Airport, as well as its role as a centre of employment and economic activity within the region. The RSES recognises that this is a positive economic proposition that should be supported and enhanced through initiatives such as the Atlantic Economic Corridor.</p> <p>b. The RSES supports the delivery of the infrastructural requirements identified for Ennis subject to the outcome of the planning process and environmental assessments.</p> <p>c. To strengthen 'steady state' investment in existing rail infrastructure to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times.</p> | <p>a. It is an objective to support Ennis as a self-sustaining regional economic driver and as a key location for investment and choice in the region, to support the enhanced development of Ennis based on its strategic location relative to Limerick City, Galway City and Shannon International Airport, as well as its role as a centre of employment and economic activity within the region. The RSES recognises that this is a positive economic proposition that should be supported and enhanced through initiatives such as the Atlantic Economic Corridor.</p> <p>b. It is an objective to support the implementation of Ennis 2040 which will set the long term economic strategy for the County Town with an agreed focus on an economic future and spatial pattern to 2040 and beyond. The RSES recognises the higher education growth potential in Ennis and the vision to become a centre for Lifelong Learning.</p> <p>c. The RSES supports the delivery of the infrastructural requirements identified for Ennis subject to the outcome of the planning process and environmental assessments.</p> <p>d. To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times.</p> | <p>The amendments seek to support Ennis as a self sustaining regional economic driver, the implementation of Ennis 2040 and investment in improved rail infrastructure and services. This will have positive impacts for PHH and MA. As with any development there is potential for direct and indirect to impact on the wider environment [see sensitivities identified in Environmental Report] and as such should be subject to the relevant feasibility and environmental assessments.</p> <p>It is not clear if the Ennis 2040 plan referenced has been subject to any environmental assessment or it status in terms of the CDP and other statutory plans for that area. As detail is added to the objectives in the RSES, it is essential that environmental assessment is cascaded down through the plan hierarchy. As such, it is recommended that the Ennis 2040 be reviewed in the context of the need for SEA/AA if the material included has not already been subject to assessment in the CDP.</p> <p>Mitigation It is recommended that the Ennis 2040 be reviewed in the context of the need for SEA/AA if the material included has not already been subject to assessment in the CDP.</p> | <p>a. To support Ennis as a self-sustaining, regional economic driver and as a key location for investment choice in the region, to support its enhanced development based on its strategic location relative to Limerick and Galway Cities and Shannon International Airport, as well as its role as a centre of employment and economic activity within the Region. The RSES recognises that this should be supported and enhanced through initiatives such as the Atlantic Economic Corridor;</p> <p>b. To support the implementation of Ennis 2040 to set the long-term economic strategy for the county town with an agreed focus on an economic future and spatial pattern to 2040 and beyond. The RSES recognises the higher education growth potential of Ennis and its vision to become a centre for lifelong learning;</p> <p>c. To support the delivery of the infrastructural requirements identified for Ennis, subject to the outcome of the planning process and environmental assessments;</p> <p>d. To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times.</p> | <p>No change.</p> |
| RPO 14 (former RPO 15): Carlow | <p>a. To strengthen Education, Research and Innovation Capacity through development of the Multi-Campus TUSE</p> <p>b. To improve the Public Realm and attractiveness of the Town Centre through development of key urban regeneration locations in the town centre with improved accessibility to the Railway Station and Fair Green</p> <p>c. To seek investment in sustainable transport including provision of a Town Bus Service;</p> <p>d. To support delivery of the Southern Relief Road N80 – R448 and other transport measures through a Local Transport Plan;</p> <p>e. It is an objective to support the delivery of the infrastructural requirements identified for Carlow subject to the outcome of the planning process and environmental assessments</p> <p>f. To strengthen 'steady state' investment in existing rail infrastructure to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times</p> <p>g. To support development of underused lands along the River Barrow. Any future development of underused lands along the River Barrow will include an assessment of any impacts that may arise on sensitive Natura 2000 habitat.</p> | <p>(a) To strengthen and support the role of Carlow Town as a self-sustaining regional and inter-regional economic driver supporting investment in the strategic employment development potential of the town, while promoting and facilitating economic integration between urban centres in the county including Tullow and Muine Bheag, other urban centres within the Southern Region and the Eastern and Midlands Region including the Dublin Metropolitan Area. Subject to the outcome of the planning process and environmental assessments the following are supported:</p> <p>(i) To strengthen the regional and inter-regional role of the Education, Research and Innovation Capacity through development of the Multi-Campus TUSE in the provision of internationally recognised higher education and research opportunities which can facilitate transformational change and act as a key driver and enabler for sustainable future employment growth within Carlow and the Southern Region.</p> <p>(ii) To support the town centre led economic regeneration of Carlow, leveraging its strategic location and accessibility on inter regional road and rail networks building upon its inherent strengths of education, connectivity, skills, innovation, enterprise, tourism, culture/arts and retail services.</p> <p>(iii) To improve the Public Realm and attractiveness of the Town Centre through development and connectivity of key urban regeneration locations in the town centre with improved accessibility from the historic town centre to the Railway Station and Fair Green</p> <p>(iv) To seek investment in water and wastewater infrastructure to facilitate the sustainable development of the town as a regional growth centre.</p> <p>(v) To support delivery of the Southern Relief Road N80 – R448 and completion of the Carlow Southern Relief road to link the N80 within County Laois including the provision of an appropriate crossing of the River Barrow & other transport measures with adjoining local/regional authorities and stakeholders.</p> <p>(vi) To seek investment in sustainable transport solutions, improved walking and cycling connectivity routes throughout the town including provision of a Town Bus Service through a Local Transport Plan;</p> <p>(vii) It is an objective to support the delivery of the infrastructural requirements identified for Carlow</p> <p>(viii) To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services along the Waterford to Dublin line to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times</p> <p>(ix) To seek investment and support in the delivery of culture, arts, and tourism infrastructure together with other physical and community infrastructural requirements identified for Carlow town and the wider county area.</p> <p>(x) To support development of underused lands along the River Barrow as a strategic natural asset for the town.</p> <p>(xi) Any future development of underused lands along the River Barrow or proposals for an additional bridge will include an assessment of any impacts that may arise on sensitive Natura 2000 habitats. should be subject to further studies to inform the exact nature and intensity that could be accommodated without giving rise to adverse effects and consider any in combination effects arising from proposals for a bridge.</p> <p>(xii) To support development of underused lands along the River Barrow as a strategic natural asset for the town.</p> | <p>The amendments to this RPO further strengthen the role of Carlow as a significant regional economic driver, which is positive for PHH and MA. The inclusion of iv) to seek investment in water and wastewater infrastructure to facilitate sustainable development is welcome.</p> <p>Support for delivery of transport options and investment in sustainable transport solutions including walking and cycling is positive for PHH and MA. However, all linear type development should be subject to route feasibility studies and appropriate environmental assessments.</p> <p>The support for underused lands along the river Barrow as a strategic natural asset and the provision of an appropriate crossing of the River Barrow has the potential for in-combination effects on BFF and W. The River Barrow is a designated SAC and SPA, and the SEA Environmental Report and NIR assessments flag that the River Barrow has a WFD status of Moderate and at risk of not meeting WFD objectives. The Barrow is also designated Nutrient Sensitive River from Portlarlinton to Graigueanmanagh, and therefore has little to no assimilative capacity to absorb current wastewater or other development pressures. Any development of underused lands should be subject to Appropriate Assessment including in-combination effects. The SFRA also flags that any underused sites adjacent to the River Barrow have been zoned for green space and this should be maintained to retain existing floodplain areas. The addition of mitigation of underused lands adjacent to the river Barrow is welcome.</p> <p>The support for cultural, arts and tourism infrastructure is positive for PHH and MA. The policy also specified such infrastructure would be subject to the outcome of the planning process and environmental assessments which is welcome.</p> <p>The RPO also supports the preparation of a cross county Local Area Plan for Carlow town to ensure a co-ordinated approach is taken to the future growth and development of the townland to ensure that it has the capacity to grow sustainably and secure investment in the town.</p> | <p>a) To strengthen and support the role of Carlow Town as a self-sustaining regional and inter-regional economic driver supporting investment in the strategic employment development potential of the town, while promoting and facilitating economic integration between urban centres in the county including Tullow and Muine Bheag (Bagnelstown), other urban centres within the Southern Region and the Eastern and Midlands Region including the Dublin Metropolitan Area. Subject to the outcome of the planning process and environmental assessments the following are supported:</p> <p>(i) To strengthen the regional and inter-regional role of the Education, Research and Innovation Capacity through development of the Multi-Campus TUSE in the provision of internationally recognised higher education and research opportunities which can facilitate transformational change and act as a key driver and enabler for sustainable future employment growth within Carlow and the Southern Region.</p> <p>(ii) To support the town centre led economic regeneration of Carlow, leveraging its strategic location and accessibility on inter-regional road and rail networks building upon its inherent strengths of education, connectivity, skills, innovation, enterprise, tourism, culture/arts and retail services.</p> <p>(iii) To improve the public realm and attractiveness of the Town Centre through development and connectivity of key urban regeneration locations in the town centre with improved accessibility from the historic town centre to the Railway Station and Fair Green</p> <p>(iv) To seek investment in water and wastewater infrastructure to facilitate the sustainable development of the town as a regional growth centre.</p> <p>(v) To support delivery of the Southern Relief Road N80 – R448 and completion of the Carlow Southern Relief road to link the N80 within County Laois including the provision of an appropriate crossing of the River Barrow & other transport measures with adjoining local/regional authorities and stakeholders.</p> <p>(vi) To seek investment in sustainable transport solutions, improved walking and cycling connectivity routes throughout the town including provision of a town bus service through a Local Transport Plan;</p> <p>(vii) To support the delivery of the infrastructural requirements identified for Carlow subject to the outcome of the planning process and environmental assessments</p> <p>(viii) To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services along the Waterford to Dublin line to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times</p> <p>(ix) To seek investment and support in the delivery of culture, arts, and tourism infrastructure together with other physical and community infrastructural requirements identified for Carlow town and the wider county area.</p> <p>(x) To support development of underused lands along the River Barrow as a strategic natural asset for the town. Any future development of underused lands along the River Barrow or proposals for an additional bridge should be subject to further studies to inform the exact nature and intensity that could be accommodated without giving rise to adverse effects on sensitive Natura 2000 habitats and consider any in combination effects arising from proposals for a bridge.</p> | <p>The changes noted in part a.x) are welcome</p> <p>No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from the proposed alterations to the draft plan.</p> |

| RPO Number and Title | Draft RSES 18-12-18 | Material Amendments for Public Consultation 12th Sep-11th Oct 2019 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES | Final RSES 31-1-2020 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES |
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| | | <p>Material Amendments for Public Consultation 12th Sep-11th Oct 2019</p> <p>(i) To support the preparation of a cross-boundary Joint Urban Area Plan (JUAP) for Carlow Town by Carlow County Council and Laois County Council having regard to its location within the combined functional area of both local authorities.</p> <p>(j) 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 Key Town. 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. The selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment. This could be achieved through a coordinated management plan in collaboration between EMRA, Laois County Council, IFI and NPWS that could address the key issues of visitor pressure, supporting infrastructure pressure and management of the spread of invasive species.</p> <p>(k) The Assembly will foster collaboration in the allocation of funds to support and enable cross boundary collaboration in the Greater Carlow and Graiguecullen Urban Area in the delivery of strategic infrastructure.</p> | <p>SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES</p> <p>as a key town. Ensuring the town has capacity to grow sustainably is positive from a broader environmental perspective. Lands for development should be subject to a site selection process and be subject to the outcome of the planning process and environmental assessments including any SEA and AA processes. The inclusion of this specific mitigation is welcome.</p> <p>Mitigation Any mitigation measures arising from assessments of joint urban area plans related to this RPO should be implemented.</p> | <p>Final RSES 31-1-2020</p> <p>(b) To support the preparation of a cross-boundary Joint Urban Area Plan (UAP) for Carlow Town by Carlow County Council and Laois County Council having regard to its location within the combined functional area of both local authorities.</p> <p>(i) The Joint UAP 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 Key Town. 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 strategies that may be in place. The selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment. This could be achieved through a coordinated management plan in collaboration between EMRA, Laois County Council, IFI and NPWS that could address the key issues of visitor pressure, supporting infrastructure pressure and management of the spread of invasive species.</p> <p>(ii) The Assembly will foster collaboration in the allocation of funds to support and enable cross boundary collaboration in the Greater Carlow and Graiguecullen Urban Area in the delivery of strategic infrastructure.</p> <p>(iii) There shall be consistency of approach on land use terminology across strategies prepared by Carlow County Council and Laois County Council for the cross-boundary Joint Local Area Plan.</p> <p>(iv) The distribution of population between the two local authorities should be decided by both local authorities in the joint local area plan.</p> | <p>SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES</p> |
| <p>RPO 15 (former RPO 10): Tralee</p> | <p>a. To sustainably strengthen the role of Tralee as a regional economic driver, key settlement in the Kerry Hub Knowledge Triangle and on the Atlantic Economic Corridor and build upon inherent strengths as an administrative capital, centre of skills and education, innovation, enterprise growth, culture and tourism accessible to regional airport, port, rail and strategic road network assets.</p> <p>b. To seek investment to sustainably support strengthening these attributes and infrastructure subject to the outcome of the planning process and environmental assessments, including key inter-regional connectivity (transport networks and digital) on the strategic road network to the Cork and Limerick Shannon Metropolitan Areas and Atlantic Economic Corridor.</p> <p>c. To strengthen 'steady state' investment in existing rail infrastructure to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times.</p> <p>d. Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the nutrient sensitive Lee Estuary.</p> | <p>(a) To sustainably strengthen the role of Tralee as a self-sustaining regional economic driver, key settlement in the Kerry Hub Knowledge Triangle and on the Atlantic Economic Corridor and build upon inherent strengths as an administrative capital, centre of skills and education, innovation, enterprise growth, culture and tourism accessible to regional airport, port, rail and strategic road network assets.</p> <p>(b) To seek investment to sustainably support strengthening these attributes and infrastructure subject to the outcome of the planning process and environmental assessments, including key inter-regional connectivity (transport networks and digital) on the strategic road network to the Cork and Limerick Shannon Metropolitan Areas, and the Atlantic Economic Corridor and between Tralee-Killarney and Killorglin (Kerry Hub Knowledge Triangle).</p> <p>(c) To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity.</p> <p>(d) Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the nutrient sensitive Lee Estuary.</p> <p>(e) To support higher education and further education and training investment and investment in the development of IT Tralee's campus and R & D facilities.</p> <p>(f) To support the regeneration of opportunity sites Island of Geese, Fels Point, underused, vacant or derelict town centre lands for residential and enterprise development to facilitate population and employment growth.</p> <p>(g) To support the development and delivery of infrastructure for the delivery of additional employment through modern office, enterprise and manufacturing space.</p> <p>(h) To support Tralee as an urban coastal tourism destination while protecting the natural resources on which it relies.</p> | <p>The amendments to this RPO further strengthen this RPO in seeking to sustainably strengthen the role of Tralee, which is positive for PHH and MA.</p> <p>The support for regeneration of opportunity sites for residential and enterprise development should be subject to feasibility, site selection and environmental assessments. It is noted that a Tralee Town Centre West and The Island of Geese Masterplan has been prepared. It is noted that an ecological baseline assessment of the Island of Geese site was prepared as part of the Masterplan. Therefore, any mitigation arising from this assessment should be implemented as part of the development of this site. It is also noted that the Island of Geese site and the Fels site are located within areas that have a risk of flooding and as such a Flood Risk Assessment should be undertaken on any future developments at these sites.</p> <p>The support for an urban coastal tourism destination is positive for PHH and MA as it seeks to bring employment opportunities and enhance recreational and amenity facilities. However, associated infrastructural development can have significant potential for negative impacts on BFF, W, LS, AQ, CF and Lands through greenfield and brownfield development, habitat loss and disturbance and emissions to air, soil and water. Furthermore, increased footfall to access key built and natural heritage features can also damage assets in the long-term and as such the visitor pressure in key tourism areas needs to be closely monitored and aligned with clear visitor strategies for high interest sites.</p> <p>Support for infrastructure to support the Kerry Hub - Knowledge Triangle should also have regard to the sensitivities surrounding Killorglin, Tralee and Killarney, all of which are located in close proximity to European Sites. While such support is positive for PHH and MA, it is important that services such as transport have capacity to cater for any increased in traffic arising from the development of the Hub.</p> <p>Planning of any new development should be subject to feasibility, site selection and environmental assessments (SEA, EIA, AA, EcIA).</p> <p>Selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment.</p> <p>Apply RPO 9 and 52.</p> <p>Any mitigation measures arising from assessments of masterplans related to this RPO should be implemented.</p> | <p>(a) To sustainably strengthen the role of Tralee as a self-sustaining regional economic driver, key settlement in the Kerry Hub Knowledge Triangle and on the Atlantic Economic Corridor and build upon inherent strengths as an administrative capital, centre of skills and education, innovation, enterprise growth, culture and tourism accessible to regional airport, port, rail and strategic road network assets;</p> <p>(b) To seek investment to sustainably support strengthening these attributes and infrastructure subject to the outcome of the planning process and environmental assessments, including key inter-regional connectivity (transport networks and digital) on the strategic road network to the Cork and Limerick Shannon Metropolitan Areas, the Atlantic Economic Corridor and the Kerry Hub Knowledge Triangle;</p> <p>(c) To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity;</p> <p>(d) Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the nutrient sensitive Lee Estuary;</p> <p>(e) To support higher and further education and training investment, and investment in the development of IT Tralee's campus and R&D facilities;</p> <p>(f) To support the regeneration of opportunity sites, such as the Island of Geese, Fels Point, and underused, vacant or derelict town centre lands for residential and enterprise development to facilitate population and employment growth;</p> <p>(g) To support the development and delivery of infrastructure for the delivery of additional employment through modern office, enterprise and manufacturing space;</p> <p>(h) To support Tralee as an urban coastal tourism destination while protecting the natural resources on which it relies.</p> | <p>No change.</p> |
| <p>RPO 16 (former RPO 20): Wexford</p> | <p>a. To develop supporting industrial, commercial infrastructure and residential development in Wexford Town for the Port function at Rosslare Europort;</p> <p>b. To strengthen 'steady state' investment in existing rail infrastructure to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times;</p> <p>c. To support development of freight rail services and facilities at Rosslare Europort;</p> <p>d. Support development of the Multi-Campus TUSE is a key driver for the economic and social development</p> <p>e. In the town with a focus on educational attainment and lifelong learning</p> <p>f. It is an objective to support the delivery of the infrastructural requirements identified for Wexford subject to the outcome of the planning process and environmental assessments</p> <p>g. To improve the Public Realm and attractiveness of the Town Centre through urban regeneration of key locations</p> <p>h. Transport measures through a Local Transport Plan including retention and expansion of the Town Bus Network and rural transport services into the town.</p> | <p>a) To strengthen the role of Wexford as a self-sustaining regional economic driver and Key Town on the Eastern Corridor. The RSES seeks to leverage its strategic location and accessibility to Rosslare Europort and to build upon its inherent strengths including digital connectivity, skills, innovation and enterprise, tourism, culture and retail services.</p> <p>b) To develop supporting industrial, commercial infrastructure and residential development in Wexford Town for the Port function at Rosslare Europort;</p> <p>c) To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services including increased line speeds to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times;</p> <p>d) To support development of additional capacity at Rosslare Europort and provision of freight rail services and facilities to support sustainable increases in port operations;</p> <p>e) Support development of the Wexford Campus as part of the Multi-Campus TUSE is a key driver for the economic and social development in the town with a focus on educational attainment and lifelong learning</p> <p>f) It is an objective to support the delivery of the infrastructural requirements identified for Wexford subject to the outcome of the planning process and environmental assessments</p> <p>g) To improve the Public Realm and attractiveness of the Town Centre through urban regeneration of key locations</p> <p>h) Transport measures through a Local Transport Plan including retention and expansion of the Town Bus Network, improvements to cycling and walking infrastructure and rural transport services into the town.</p> | <p>The amendments to this RPO further strengthen the role of Wexford as a self-sustaining regional economic driver, which is positive for PHH and MA. Development to improve rail infrastructure including rail freight links is also positive for PHH and MA along with CF and AQ. However, all such development should be subject to the outcome of the planning process and the necessary environmental assessments.</p> <p>d.) supports additional capacity at Rosslare Europort. As outlined in RPO 142 any expansion of activities at ports will require a feasibility study to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites.</p> <p>Improvements to walking and cycling infrastructure is also welcome as part of the Local Transport Plan, however such infrastructure should be subject to the outcome of the planning process and environmental assessments.</p> | <p>a) To strengthen the role of Wexford as a strategic location, a self-sustaining regional economic driver and Key Town on the Eastern Corridor. The RSES seeks to leverage its strategic location and accessibility to Rosslare Europort and to build upon its inherent strengths including digital connectivity, skills, innovation and enterprise, tourism, culture and retail services.</p> <p>b) To develop supporting industrial, commercial infrastructure and residential development in Wexford Town for the Port function at Rosslare Europort.</p> <p>c) To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services including increased line speeds to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times;</p> <p>d) To support development of additional capacity at Rosslare Europort and provision of freight rail services and facilities to support sustainable increases in port operations;</p> <p>e) Support development of the Wexford Campus as part of the Multi-Campus TUSE is a key driver for the economic and social development in the town with a focus on educational attainment and lifelong learning</p> <p>f) To support the delivery of the infrastructural requirements identified for Wexford subject to the outcome of the planning process and environmental assessments</p> <p>g) To improve the public realm and attractiveness of the Town Centre through urban regeneration of key locations</p> <p>h) Transport measures through a Local Transport Plan including retention and expansion of the town bus network, improvements to cycling and walking infrastructure and rural transport services into the town.</p> | <p>No change.</p> |
| <p>RPO 17 (former RPO 21) Clonmel</p> | <p>a. To seek improvements and upgrading of the N24 Waterford Limerick strategic route;</p> <p>b. To strengthen 'steady state' investment in existing rail infrastructure to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times</p> <p>c. To support planned place-making initiatives identified – redevelopment of Kichham Barracks and Clonmel Flights of Discovery</p> <p>d. To support the continued development of Clonmel as a Tourist Centre in Irelands Ancient East and Munster Vales</p> <p>e. It is an objective to support the delivery of the infrastructural requirements identified for Clonmel subject to the outcome of the planning process and environmental assessments.</p> | <p>a. It is an objective to support Clonmel as a self-sustaining regional economic driver and as a key location for investment and choice in the region, to support the enhanced development of Clonmel based on its strategic location relative to Limerick Shannon, Cork and Waterford MASP areas, as well as its role as a centre of employment and economic activity within the region.</p> <p>b. It is an objective to develop Clonmel's economic synergies and potential within the Limerick Waterford east west axis through improvements and upgrading of the N24 Waterford Limerick strategic route and improvements in public transportation;</p> <p>c. To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times</p> <p>d. To support planned place-making initiatives identified – redevelopment of Kichham Barracks and Clonmel Flights of Discovery</p> <p>e. To support the continued development of Clonmel as a Tourist Centre in Irelands Ancient East and Munster Vales</p> <p>f. It is an objective to support the delivery of the infrastructural requirements identified for Clonmel subject to the outcome of the planning process and environmental assessments</p> | <p>The amendments to this RPO further strengthen the role of Clonmel as a significant regional economic driver, which is positive for PHH and MA. Development to improve transport infrastructure is also positive for PHH and MA along with CF and AQ. However, all such development should be subject to the outcome of the planning process and the necessary environmental assessments.</p> | <p>a. To support Clonmel as a self-sustaining regional economic driver and as a key location for investment and choice in the region, to support the enhanced development of Clonmel based on its strategic location relative to Limerick-Shannon, Cork and Waterford MASP areas, as well as its role as a centre of employment and economic activity within the region.</p> <p>b. To develop Clonmel's economic synergies and potential within the Limerick Waterford east west axis through improvements and upgrading of the N24 Waterford Limerick strategic route and improvements in public transportation.</p> <p>c. To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times</p> <p>d. To support planned place-making initiatives identified – redevelopment of Kichham Barracks and Clonmel Flights of Discovery</p> <p>e. To support the continued development of Clonmel as a Tourist Centre in Irelands Ancient East and Munster Vales</p> <p>f. To support the delivery of the infrastructural requirements identified for Clonmel subject to the outcome of the planning process and environmental assessments</p> <p>g. It is an objective to continue to realise the potential economic benefits of higher education activity in Clonmel and to support existing higher education providers—noting also the potential collaboration with the future TUSE—in further enhancing the impact of higher education on the town and wider region.</p> | <p>The changes are positive for PHH. No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from the proposed alterations to the draft plan.</p> |

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| RPO 18 (former RPO 11): Killarney | a. To sustainably strengthen the role of Killarney as a centre of excellence in tourism, recreation and amenity sectors, promote its role as a leader in these sectors in particular training and education and strengthen its overall multisectoral dynamic as a key settlement in the Kerry Hub Knowledge Triangle accessible to regional airport, port, rail and road assets. b. To seek investment to sustainably support its compact growth and regeneration, attributes and infrastructure, including key inter-regional connectivity (transport networks and digital) on the strategic road network between Cork and Limerick Shannon Metropolitan Areas and Atlantic Economic Corridor subject to the outcome of the planning process and environmental assessments. c. To strengthen 'steady state' investment in existing rail infrastructure to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times. | (a): To sustainably strengthen the role of Killarney as a strategically located urban centre of significant influence in a sub-regional context, a centre of excellence in tourism, recreation and amenity sectors, promote its role as a leader in these sectors in particular training and education and strengthen its overall multisectoral dynamic as a key settlement in the Kerry Hub Knowledge Triangle accessible to regional airport, port, rail and road assets. (b): To seek investment to sustainably support its compact growth and regeneration, attributes and infrastructure, including key inter-regional connectivity (transport networks and digital) on the strategic road network between Cork and Limerick Shannon Metropolitan Areas, and the Atlantic Economic Corridor and between Tralee-Killarney and Killorglin (Kerry Hub Knowledge Triangle) subject to the outcome of the planning process and environmental assessments. (c) To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity. (d): To support infrastructure investment and the regeneration of opportunity sites including the Sara Lee, Aras Phadraig and St Finians. (e): To seek investment in infrastructure that provides both for the resident population and extensive influx of visitors. (f): To support investment in infrastructure and the development of lands to the North of the existing by-pass in accordance with proper planning and sustainable development objectives including the appropriate master-plans. (g): Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the downstream freshwater ecosystem in the National Park (River Deenagh, Lough Leane). | The amendments to this RPO further strengthen this RPO in seeking to sustainably strengthen the role of Killarney, which is positive for PHH and MA. The support for regeneration of opportunity sites and investment in lands to the north of the existing by-pass should be subject to feasibility, site selection and environmental assessments. Also, any mitigation arising from masterplans of such sites should be implemented as part of the development of this site. As noted in the RFR the Sara Lee, Aras Phadraig and St Finians site are not located within areas that have a risk of flooding. However, all three sites are located in close proximity to European Sites. Planning of any new development should be subject to feasibility, site selection and environmental assessments (SEA, EIA, AA, ECIA). (g) is welcome as it supports the phased growth of the town to ensure sufficient wastewater capacity. Support for infrastructure to support the Kerry Hub - Knowledge Triangle should also have regard to the sensitivities surrounding Killorglin, Tralee and Killarney, all of which are located in close proximity to European Sites. While such support is positive for PHH and MA, it is important that services such as transport have capacity to cater for any increased in traffic arising from the development of the Hub. Mitigation Selection of sites for regeneration and expansion should be supported by a quality site selection process and environmental assessment that addresses environmental concerns such as landscape, cultural heritage and biodiversity (in particular bats) as a minimum. Any mitigation measures arising from assessments of masterplans related to this RPO should be implemented. | (a): To sustainably strengthen the role of Killarney as a strategically located urban centre of significant influence in a sub-regional context, a centre of excellence in tourism, recreation and amenity sectors, to promote its role as a leader in these sectors, in particular training and education, and strengthen its overall multi-sectoral dynamic as a key settlement in the Kerry Hub Knowledge Triangle accessible to regional airport, port, rail and road assets; (b): To seek investment to sustainably support its compact growth and regeneration, attributes and infrastructure, including key inter-regional connectivity (transport networks and digital) on the strategic road network between Cork and Limerick-Shannon Metropolitan Areas, the Atlantic Economic Corridor and the Kerry Hub Knowledge Triangle, subject to the outcome of the planning process and environmental assessments; (c) To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity; (d): To support infrastructure investment and the regeneration of opportunity sites including the Sara Lee, Aras Phadraig and St Finians; (e): To seek investment in infrastructure that provides for both the resident population and extensive influx of visitors; (f): To support investment in infrastructure and the development of lands to the north of the existing by-pass in accordance with proper planning and sustainable development objectives including the appropriate master plans in consultation with statutory stakeholders; (g): Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the downstream freshwater ecosystem in the National Park (River Deenagh, Lough Leane). | No change. |
| RPO 20 (former RPO 15): Nenagh | a. It is an objective to support and promote the role of Nenagh as a driver of county and regional prosperity by harnessing synergies to the Limerick-Shannon Metropolitan Area and its proximity to the Atlantic Corridor; its strong urban and economic structure and other competitive advantages. b. It is an objective to support the delivery of the infrastructural requirements identified for Nenagh subject to the outcome of the planning process and environmental assessments. c. To strengthen 'steady state' investment in existing rail infrastructure to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times. | a. It is an objective to support and promote the role of Nenagh as a strategically located urban centre of significant influence in a sub-regional context and driver of county and regional prosperity by harnessing synergies to the Limerick -Shannon Metropolitan Area, Galway MASP, and its proximity to the Atlantic Corridor; its strong urban and economic structure and other competitive advantages. b. It is an objective to support the delivery of the infrastructural requirements identified for Nenagh subject to the outcome of the planning process and environmental assessments. It is an objective to identify a location for a new centre of excellence for sustainable energy. c. To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times. | The inclusion of the objective to identify a location for a new centre of excellent for sustainable energy is indirectly positive for PHH, MA and CF. However, it should be subject to site selection and environmental assessment and the outcome of the planning process. Impacts associated with improved rail infrastructure have already been assessed in the draft RSES and apply to the amendments made to this RPO. | a. To support and promote the role of Nenagh as a strategically located urban centre of significant influence in a sub-regional context and driver of county and regional prosperity by harnessing synergies to the Limerick -Shannon MASP, Galway MASP, its proximity to the Atlantic Corridor, its strong urban and economic structure and other competitive advantages. b. To support the delivery of the infrastructural requirements identified for Nenagh subject to the outcome of the planning process and environmental assessments. It is an objective to identify a location for a new centre of excellence for sustainable energy. c. To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times. | No change. |
| RPO 21 (former RPO 16): Thurles | a. It is an objective to support and promote the role of Thurles as a driver of county and regional prosperity by harnessing the employment and economic potential of the town together with Lisheen National Bio Economy Hub and the emergence of a new economic model focused on two principal pillars: low carbon growth and resource efficiency. b. It is an objective to support the delivery of the infrastructural requirements identified for Thurles subject to the outcome of the planning process and environmental assessments. c. To strengthen 'steady state' investment in existing rail infrastructure to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times. d. Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth does not contribute to degradation of the water environment and in particular the River Suir. | a. It is an objective to support and promote the role of Thurles as a strategically located urban centre of significant influence in a sub-regional context and driver of county and regional prosperity by harnessing the employment and economic potential of the town together with Lisheen, Thurles National Bio Economy Hub and the emergence of a new economic model focused on two principal pillars: low carbon growth and resource efficiency, while leveraging its strategic location and accessibility on inter regional road and rail networks. b. It is an objective to support and promote the role of Thurles as a centre for international and national standard sporting facilities. This shall build on the opportunities and landholdings available to the third level institutions and sporting bodies within the town. c. It is an objective to support the delivery of the infrastructural requirements identified for Thurles subject to the outcome of the planning process and environmental assessments. d. To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times. e. Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth does not contribute to degradation of the water environment and in particular the River Suir | The inclusion of the objective to support and promote Thurles as a centre for sporting facilities is positive for PHH and MA in providing employment opportunities and promoting sport. However, it is noted that Thurles is in close proximity to the Lower River Suir SAC which includes QIs of Otter, FPM, River, Brook and Sea lamprey and habitats including old seak oak woodland and alluvial forest. Development of infrastructure generally can give rise to negative impacts on the receiving environment through construction and operation e.g. loss of suspended solids, pollution incidents, loss and disturbance to habitats and species and general deterioration in supporting parameters of air and water quality. Indirect negative impacts may also arise where additional densities are attracted as this may require additional housing, services etc. which may add cumulatively to pressures on the receiving environment. Any such proposals must therefore be subject to the outcome of the planning process and environmental assessments. Similarly, any development to improve rail infrastructure should be subject to the outcome of the planning process and the necessary environmental assessments. The reference to environmental designations and the nutrient sensitivity of the River Suir is welcomed. | a. To support and promote the role of Thurles as a strategically located urban centre of significant influence in a sub-regional context and driver of county and regional prosperity by harnessing the employment and economic potential of the town together with Lisheen, Thurles National Bio Economy Hub and the emergence of a new economic model focused on two principal pillars: low carbon growth and resource efficiency, while leveraging its strategic location and accessibility on inter-regional road and rail networks. b. To support and promote the role of Thurles as a centre for international and national standard sporting facilities. This builds on the opportunities and landholdings available to the third level institutions and sporting bodies within the town. c. To support the delivery of the infrastructural requirements identified for Thurles including support for the delivery of projects submitted under the Urban Regeneration and Development Fund subject to the outcome of the planning process and environmental assessments. d. To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times. e. Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the nutrient sensitive River Suir. | No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from the proposed alterations to the draft plan. |
| RPO 22 (former RPO 17): Newcastle West | a. It is an objective to support and promote the role of Newcastle West as a Key Town. In particular, it is an objective to promote the opportunity for inter-regional collaborations across county boundaries with Abbeyfeale, Listowel and Rathkeale and locations identified in the Strategic Integrated Framework Plan for the Shannon Estuary which offer collective strengths and potential for project partnerships to drive sustainable economic growth in the West Limerick/North Kerry area. b. It is an objective to support the delivery of the infrastructural requirements identified for Newcastle West subject to the outcome of the planning process and environmental assessment. | a. It is an objective to support and promote the role of Newcastle West as a strategically located urban centre of significant influence in a sub-regional context. In particular, it is an objective to promote the opportunity for inter-regional collaborations across county boundaries with Abbeyfeale, Listowel and Rathkeale and locations identified in the Strategic Integrated Framework Plan for the Shannon Estuary which offer collective strengths and potential for project partnerships to drive sustainable economic growth in the West Limerick/North Kerry area. b. It is an objective to support the delivery of the infrastructural requirements identified for Newcastle West subject to the outcome of the planning process and environmental assessments. c. It is an objective to support the delivery of the infrastructural requirements identified for Newcastle West subject to the outcome of the planning process and environmental assessments. d. It is an objective to support and promote the tourism potential of Newcastle West's historical heritage to facilitate the expansion of the existing tourism offer and to develop connectivity to and synergies with Newcastle West and the Great Southern Greenway. e. It is an objective to support the identification of opportunities for investment in incubation and innovation infrastructure for ICT and related companies and capitalise on Newcastle West's ability to accommodate remote working, enterprise start-ups and up scaling companies. | The amendments to this RPO further strengthen this RPO in seeking to sustainably strengthen the role of Newcastle West, which is positive for PHH and MA. The support for job creation and economic growth is positive for PHH and MA. Similarly, the support for tourism is positive for PHH and MA as it seeks to bring employment opportunities and enhance recreational and amenity facilities. However, associated infrastructural development can have significant potential for negative impacts on BFF, W, LS, AQ, CF and Lands through greenfield and brownfield development, habitat loss and disturbance and emissions to air, soil and water. Furthermore, increased footfall to access key built and natural heritage features can also damage assets in the long-term and as such the visitor pressure in key tourism areas needs to be closely monitored and aligned with clear visitor strategies for high interest sites. Although not within or adjacent to any European sites, Newcastle West is surrounded to the north and west by the Stack's to Mullaghareirk Mountains, West Limerick Hills and Mount Eagle SPA and this sensitivity must be considered in the context of any development, especially tourism related activities. Planning of any new development should be subject to feasibility, site selection and environmental assessments (SEA, EIA, AA, ECIA). | a. To support and promote the role of Newcastle West as a strategically located urban centre of significant influence in a sub-regional context. In particular, it is an objective to promote the opportunity for inter-regional collaborations across county boundaries with Abbeyfeale, Listowel and Rathkeale and locations identified in the Strategic Integrated Framework Plan for the Shannon Estuary, which offer collective strengths and potential for project partnerships to drive sustainable economic growth in the West Limerick/North Kerry area. b. To support the initiatives of the Atlantic Economic Corridor to realise the full potential of the Newcastle West enterprise assets to support job creation, improve competitiveness, attract investment and create future economic growth. c. To support the delivery of the infrastructural requirements identified for Newcastle West subject to the outcome of the planning process and environmental assessments. d. To support and promote the tourism potential of Newcastle West's historical heritage to facilitate the expansion of the existing tourism offer and to develop connectivity to and synergies with Newcastle West and the Great Southern Greenway. e. To support the identification of opportunities for investment in incubation and innovation infrastructure for ICT and related companies and capitalise on Newcastle West's ability to accommodate remote working, enterprise start-ups and up scaling companies. | No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from the proposed alterations to the draft plan. |
| RPO 23 (former RPO 23): Dungarvan | a. To seek improvements and upgrading of the N25 Waterford to Cork route; b. Support for enhanced provision of bus services to enable improved inter-regional connectivity to attract more passengers to public transport and away from use of private motor cars c. To support the development of Dungarvan as the Gaeltacht Service Town for Gaeltacht na nDéise d. To support the continued development of cycling and walking infrastructure as part of Go Dungarvan Smarter Travel Programme. e. It is an objective to support the delivery of the infrastructural requirements identified for Dungarvan subject to the outcome of the planning process and environmental assessments. | a. To strengthen the role of Dungarvan as a strategically located urban centre of significant influence in a sub-regional context and in its sub-regional role as a Gaeltacht Service Town, leveraging its strategic location along the Waterford Cork N25 Route and to build upon its inherent strengths including digital connectivity, skills, innovation and enterprise, tourism, culture and retail services. b. To seek improvements and upgrading of the N25 Waterford to Cork route, the N72 Dungarvan to Mallow and the R672 linking the Key Towns of Clonmel an Dungarvan; c. Support for enhanced provision of bus services to enable improved inter-regional connectivity to attract more passengers to public transport and away from use of private motor cars. c. To support the development of Dungarvan as the Gaeltacht Service Town for Gaeltacht na nDéise d. To support the continued development of cycling and walking infrastructure as part of Go Dungarvan Smarter Travel Programme. e. It is an objective to support the delivery of the infrastructural requirements identified for Dungarvan subject to the outcome of the planning process and environmental assessments. | The amendments to this RPO seek improvements in the road network infrastructure, which is positive for PHH and MA. It is noted that the R672 and the N72 cross the European sites of the Blackwater River SAC, Blackwater Callows SPA and the Lower River Suir SAC and as such there is potential for adverse effects if improvements or upgrades are not not sensitive to this. There is potential for negative impacts to W, BFF, CH, Lands also and as such should be subject to route selection studies, the necessary environmental assessments and the outcome of the planning process. | a. To strengthen the role of Dungarvan as a strategically located urban centre of significant influence in a sub-regional context and in its sub-regional role as a Gaeltacht Service Town, leveraging its strategic location along the Waterford Cork N25 Route and to build upon its inherent strengths including historical, cultural and architectural heritage, digital connectivity, skills, innovation and enterprise, tourism (in particular the Waterford Greenway and its potential sustainable expansion), culture and retail services. In respect of its importance to the environment, to tourism, to fishing, and to aquaculture (niche industries supporting rural employment), this RSES supports the environmentally sustainable development and treatment of Dungarvan Harbour and coastline. b. To seek improvements and upgrading of the N25 Waterford to Cork route, the N72 Dungarvan to Mallow and the R672 linking the Key Towns of Clonmel an Dungarvan; c. To support the development of Dungarvan as the Gaeltacht Service Town for Gaeltacht na nDéise" d. To support for enhanced provision of bus services to enable improved intra-regional and inter-regional connectivity to attract more passengers to public transport and away from use of private motor cars e. To support the continued development of cycling and walking infrastructure as part of Go Dungarvan Smarter Travel Programme and to support the accessibility of the public realm for vulnerable road/path users and persons with disabilities. f. To support the delivery of the infrastructural requirements identified for Dungarvan (including delivery amenities and facilities for the community and voluntary sector) subject to the outcome of the planning process and environmental assessments. g. Support the development of Dungarvan as a sub-regional centre for education and training, including lifelong learning, by building on existing links with international third-level education providers and WIT. h. Support investment in flood defence measures. | The changes are positive for PHH and MA, however as outlined in previous assessments of this RPO, the environmental sensitivities of the surrounding area including the European sites need to be taken into consideration in the planning of all infrastructure. Protective policies RPO 1, RPO 193 will apply. |

| RPO Number and Title | Draft RSES 18-12-18 | Material Amendments for Public Consultation 12th Sep-11th Oct 2019 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES | Final RSES 31-1-2020 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES |
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| RPO 26 (former RPO 24) Towns and Villages | <p>a. The RSES strongly supports strengthening the viability of our towns and rural settlements as a key objective of the RSES including the protection of essential rural services such as Post Offices, shops, medical facilities and fuel outlets.</p> <p>b. Development Plans should tailor the appropriate planning response by reference to the scale, nature and location of the settlement. Local Authorities should consider the identification of settlements which can play an enhanced role at sub regional level to drive the development of their area.</p> <p>c. Support the development of guidelines for cluster housing development within the existing footprint of our rural settlements.</p> <p>d. Support co-ordination between Local Authorities, Irish Water and other stakeholders to deliver investment in the sustainable development of water and waste-water and other infrastructure for towns and villages, prioritising retro-fitting and improvement in the quality of existing services.</p> <p>e. Seek investment in the sustainable development of a "New Homes in Small Towns and Villages" initiative in the Southern Region and 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.</p> | <p>a. The RSES strongly supports strengthening the viability of our towns and rural settlements as a key objective of the RSES including the protection of essential mixed-use rural services such as Post Offices, shops and medical facilities and fuel outlets.</p> <p>b. Seek investment and initiatives that deliver smart technologies, revitalisation of mixed-use town and village centre streets, pilot initiatives for regional good practice in renewal and re-use of buildings.</p> <p>c. Seek investment and the sustainable delivery of holistic infrastructures in towns and villages to support the service role of settlements along the region's tourism corridors.</p> <p>d. Development Plans should tailor the appropriate planning response by reference to the scale, nature and location of the settlement. Local Authorities should consider the identification of settlements which can play an enhanced role at sub regional level to drive the development of their area.</p> <p>e. Support the development of guidelines for cluster housing development within the existing footprint of our rural settlements.</p> <p>f. Support co-ordination between Local Authorities, Irish Water and other stakeholders to deliver investment in the sustainable development of water and waste-water and other infrastructure for towns and villages, prioritising retro-fitting and improvement in the quality of existing services.</p> <p>g. Seek investment in the sustainable development of a "New Homes in Small Towns and Villages" initiative in the Southern Region and 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. Local authorities shall identify and prioritise a programme for the provision and implementation of serviced sites within towns and villages as an objective of Development Plans.</p> | <p>The additions to this RPO are positive for PHH and MA as they seek to support development of services, smart technologies and to revitalise town and village centres.</p> | <p>It is an objective:</p> <p>b) To strongly support strengthening the viability of our towns and rural settlements, as a key objective of the RSES, including the protection of essential rural services such as post offices, shops, and medical facilities.</p> <p>c) To seek investment and initiatives that deliver smart technologies, revitalisation of mixed-use town and village centre streets, and pilot initiatives for regional good practice in renewal and re-use of buildings.</p> <p>d) To seek investment, the timely delivery and the sustainable delivery of holistic infrastructures in towns and villages to support their service role along the region's tourism corridors consistent with the settlement hierarchies as set out in relevant development plans.</p> <p>e) To ensure that development plans tailor the appropriate planning response by reference to the scale, nature and location of the settlement. Local authorities will identify settlements which can play an enhanced role at sub-regional level to drive the development of their area.</p> <p>f) To support the development of guidelines for cluster housing development within the existing footprint of our rural settlements.</p> <p>g) To support co-ordination between local authorities, Irish Water and other stakeholders to deliver investment in the sustainable development of water and wastewater and other infrastructure for towns and villages, prioritising retrofitting and improvement in the quality of existing services.</p> <p>h) To seek investment in the sustainable development of a "New Homes in Small Towns and Villages" initiative in the Region and 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. Local authorities identify and prioritise the provision and implementation of serviced sites within towns and villages as an objective of development plans. These programmes shall ensure a sustainable and appropriate spread of development between towns and villages within their areas</p> | <p>No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from the proposed alterations to the draft plan.</p> |
| RPO 27 (former RPO 25) Rural | <p>Support rural economies and rural communities through implementing a sustainable rural housing policy in the region which provides a distinction between areas under urban influence and rural areas elsewhere through the implementation of National Policy Objective 19 in Local Authority County Development Plan Core Strategies.</p> <p>Local authorities shall:</p> <ul style="list-style-type: none"> • Include policies for the protection of the viability of smaller towns and rural settlements as key priority within Development Plans; • Having regard to the viability of smaller towns and rural settlements; Core Strategies shall identify areas under urban influence and set the appropriate sustainable rural housing policy response which facilitates the provision of single housing in the countryside based on the core consideration of demonstrable economic, social or exceptional need to live in a rural area and sitting, environmental and design criteria for rural housing in statutory guidelines and plans. • Having regard to the viability of smaller towns and rural settlements, in rural areas elsewhere, facilitate the sustainable provision of single housing in the countryside based on sitting and design criteria for rural housing in statutory guidelines and plans. • Provide for flexibility in zoning and density requirements to ensure that rural villages provide attractive easily developed options for housing | <p>Support rural economies and rural communities through implementing a sustainable rural housing policy in the region which provides a distinction between areas under urban influence and rural areas elsewhere through the implementation of National Policy Objective 19 in Local Authority County Development Plan Core Strategies.</p> <p>Local authorities shall:</p> <ul style="list-style-type: none"> • Include policies for the protection of the viability of smaller towns and rural settlements as key priority within Development Plans; • Having regard to the viability of smaller towns and rural settlements; Core Strategies shall identify areas under urban influence and set the appropriate sustainable rural housing policy response which facilitates the provision of single housing in the countryside based on the core consideration of demonstrable economic, social or local exceptional need to live in a rural area and sitting, environmental and design criteria for rural housing in statutory guidelines and plans. • Having regard to the viability of smaller towns and rural settlements, in rural areas elsewhere, facilitate the sustainable provision of single housing in the countryside based on sitting and design criteria for rural housing in statutory guidelines and plans. • Provide for flexibility in zoning and density requirements to ensure that rural villages provide attractive easily developed options for housing | <p>The amendment includes for 'or local' to the exceptional need to live in a rural area. Due to the potential effects arising from one off housing and to comply with national land use planning and water quality policy, it is recommended that this additional wording be removed.</p> <p>It is understood that the DHPLG will issue national guidelines on the criteria to be considered and how they should be applied when deciding upon the provision of single housing. Local Authorities will be required to comply with such guidelines when considering applications for single housing. If the DHPLG commence the process of developing national guidance on how the criterion of 'economic or social need' should be applied when deciding upon the provision of single housing, the SRA and other Regional Assemblies should engage in this process.</p> <p>Mitigation: Remove the wording 'or local'.</p> | <p>To support rural economies and rural communities through implementing a sustainable rural housing policy in the Region which provides a distinction between areas under urban influence and other rural areas through the implementation of National Policy Objective 19 regarding Local Authority County Development Plan Core Strategies.</p> <p>Local authorities shall:</p> <ul style="list-style-type: none"> • Include policies for the protection of the viability of smaller towns and rural settlements as key priority within Development plans • Have regard for the viability of smaller towns and rural settlements; Core Strategies shall identify areas under urban influence and set the appropriate sustainable rural housing policy response which facilitates the provision of single housing in the countryside based on the core consideration of demonstrable economic, social or local exceptional need to live in a rural area and sitting, environmental and design criteria for rural housing in statutory guidelines and plans • Have regard for the viability of smaller towns and rural settlements, in rural areas elsewhere, facilitate the sustainable provision of single housing in the countryside based on sitting and design criteria for rural housing in statutory guidelines and plans • Provide for flexibility in zoning and density requirements to ensure that rural villages provide attractive easily developed options for housing | <p>As outlined in the previous assessments, there is potential for effects from one-off housing.</p> <p>It is understood that the DHPLG will issue national guidelines on the criteria to be considered and how they should be applied when deciding upon the provision of single housing. Local Authorities will be required to comply with such guidelines when considering applications for single housing. If the DHPLG commence the process of developing national guidance on how the criterion of 'economic or social need' should be applied when deciding upon the provision of single housing, the SRA and other Regional Assemblies should engage in this process.</p> |
| RPO 29 (former RPO 27) Rural Settlement Networks | <p>Support the concept of rural settlement networks and support the sustainable development of infrastructures to assist collaborative projects and sharing of assets and strengths to drive sustainable population and enterprise growth in sub-regional areas.</p> | <p>(a) Support the concept of rural settlement networks and support the sustainable development of infrastructures to assist collaborative projects and sharing of assets and strengths to drive sustainable population and enterprise growth in sub-regional areas.</p> <p>(b) RSES recognises the shared critical mass of population, strategic assets and economic potential of inter-urban networks working in collaborative partnerships as regionally significant drivers of growth and supports investment in infrastructure and initiatives to sustainably deliver improved multi-modal transport connectivity and high-speed, high-quality digital connectivity between them.</p> | <p>The amendment to this RPO supports improving multi modal transport and digital connectivity, which is positive for PHH and MA. As already identified in the assessment, any development of such infrastructure has the potential to impact on the broader environment and therefore should be subject to route selection studies and the outcome of the planning process and environmental assessments.</p> | <p>(a) To support the concept of rural settlement networks and support the sustainable development of infrastructures to assist collaborative projects and sharing of assets and strengths to drive sustainable population and enterprise growth in sub-regional areas.</p> <p>(b) To recognise the shared critical mass of population, strategic assets and economic potential of inter-urban networks working in collaborative partnerships as regionally significant drivers of growth and supports investment in infrastructure and initiatives to sustainably deliver improved multi-modal transport connectivity and high-speed, high-quality digital connectivity between them.</p> | <p>No change.</p> |
| RPO 30 (new at MA Stage former RPO C) Inter-Urban Networks as Regional Drivers of Collaborable and Growth | <p>The RSES recognises and supports the role of existing and potential inter-urban networks as regionally significant drivers of collaboration and growth. The RSES supports infrastructure investment and initiatives including enhanced public transport connectivity and optimising the potential for rail freight, to be developed further through Development Plans of the following existing and further networks:</p> <ul style="list-style-type: none"> • Metropolitan Area collaboration • Atlantic Economic Corridor • Eastern Corridor (Dublin Belfast Economic Corridor extending to Rosslare Europort including Gorey-Enniscorthy-Wexford& network linkage to New Ross/Waterford). • Waterford-Kilkenny-Carlow-Dublin M9/Rail Network/Axis • Kerry Hub and Knowledge Triangle • North Kerry-West Limerick-Shannon Estuary-Clare • Galway-Ennis-Shannon-Limerick (GESL) • North Cork Agri Food Network • West Cork Marine Network • Cork Ring Network • Limerick- Waterford Transport and Economic network/axis | <p>The RSES recognises and supports the role of existing and potential inter-urban networks as regionally significant drivers of collaboration and growth. The RSES supports infrastructure investment and initiatives including enhanced public transport connectivity and optimising the potential for rail freight, to be developed further through Development Plans of the following existing and further networks:</p> <ul style="list-style-type: none"> • Metropolitan Area collaboration • Atlantic Economic Corridor • Eastern Corridor (Dublin Belfast Economic Corridor extending to Rosslare Europort including Gorey-Enniscorthy-Wexford& network linkage to New Ross/Waterford). • Waterford-Kilkenny-Carlow-Dublin M9/Rail Network/Axis • Kerry Hub and Knowledge Triangle • North Kerry-West Limerick-Shannon Estuary-Clare • Galway-Ennis-Shannon-Limerick (GESL) • North Cork Agri Food Network • West Cork Marine Network • Cork Ring Network • Limerick- Waterford Transport and Economic network/axis | <p>This objective supports existing and future inter urban networks as regionally significant drivers for collaboration and growth. The addition of "enhanced public transport connectivity and optimising the potential for rail freight" is welcome and positive for CF and AQ.</p> <p>The national road network is economically and socially important at regional and national level to ensure intra- and inter-connectivity with long-term positive impacts for MA and PHH. However, the construction and operational impacts arising from any linear infrastructure development proposals must be subject to robust feasibility, route selection, appropriate environmental assessment (EIA, AA EclA and FRA), and the planning process at the project level.</p> | <p>To recognise and support the role of existing and potential inter-urban networks as regional significant drivers of collaboration and growth. The RSES supports the further sustainable development of infrastructure investment and initiatives, through development plans of the following existing and further networks:</p> <ul style="list-style-type: none"> • Cork, Limerick-Shannon and Waterford Metropolitan Area collaboration • Atlantic Economic Corridor • Eastern Corridor (Dublin Belfast Economic Corridor extending to Rosslare Europort including Gorey-Enniscorthy-Wexford & strong connectivity to New Ross, Waterford/Belview Port)). <p>Examples of other regional and sub -regional drivers for collaboration and growth</p> <ul style="list-style-type: none"> • Limerick- Waterford Transport and Economic network/axis (strengthened multi-modal connectivity between the Limerick-Shannon and Waterford Metropolitan Areas with sustainable upgrades to the N24 corridor to connect the Atlantic Economic Corridor with the Eastern Corridor and connect port and airport assets) • Waterford-Kilkenny-Carlow-Dublin M9/Rail network/axis • Cork to Limerick Transport and Economic Network/axis • Cork to Waterford Transport and Economic Network/axis (sustainable upgrades to the N25 corridor) • Kerry Hub and Knowledge Triangle • North Kerry-West Limerick-Shannon Estuary-Clare • Galway-Ennis-Shannon-Limerick (GESL) • North Cork Agri Food Network • West Cork Marine Network • Cork Ring Network | <p>The changes to this RPO refer to networks referenced in RPOs 158 and RPO 159, which are assessed separately.</p> <p>No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from the proposed alterations to the draft plan.</p> |
| RPO 31 (former RPO 28): Sustainable Place Framework | <p>Local Authorities, through Development Plan and Local Area Plan objectives, shall make provision for and implement a Placemaking Framework to ensure the development of quality places through integrated planning and consistently excellent design</p> | <p>Local Authorities, through Development Plan and Local Area Plan objectives, shall make provision for and implement a Placemaking Framework to ensure the development of quality places through integrated planning and consistently excellent design. The role of education, learning and health in providing inclusive, dynamic and adaptable urban environments are required to be included in Sustainable Place Frameworks.</p> | <p>As per previous assessment; 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>Local authorities, through development plan and local area plan objectives, shall provide for and implement a Sustainable Place Framework to ensure the development of quality places through integrated planning and consistently excellent design. The role of education, learning and health in providing inclusive, dynamic and adaptable urban environments must be included in sustainable place frameworks. The importance of consultation with local communities is supported and recognised.</p> | <p>No change.</p> |

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| RPO 34 (former RPO 31) Regeneration, Brownfield and Infill Development | In pursuit of National Policy Objective 3a, 3b and 3c, the Core Strategy of Local Authority Development Plans shall be accompanied by specific objectives setting out the achievement of urban infill/brownfield development. Requirements for brownfield regeneration shall consider: • The establishment of a data base with site briefs specifically for brownfield sites zoned for development which will be continually renewed and updated as opportunities arise through active land management processes, so that brownfield re-use can be managed and coordinated across multiple stakeholders; • Target measures to reduce the extent of vacancy within our region's existing building stock and seek investment in refurbishment initiatives to bring underused property assets into use in the residential market; • Target measures and support initiatives that promote retrofitting and improving the quality of the existing building stock, especially energy efficiency, green infrastructure, digital infrastructure, smart technologies to future proof our existing buildings and neighbourhoods. • Local Authorities should Liaise with the Regional Waste Management Office when considering applications for development of brownfield sites that require the offsite disposal of contaminated waste • Proposals for brownfield regeneration in strategic locations including docklands, should be accompanied by a site risk assessment and a clear waste plan for any wastes arising, including consideration of hazardous or contaminated material. | In pursuit of National Policy Objective 3a, 3b and 3c, the Core Strategy of Local Authority Development Plans shall be accompanied by specific objectives setting out the achievement of urban infill/brownfield development. Requirements for brownfield regeneration shall consider: • Seeking initiatives that enable site assembly for regeneration and initiatives that promote regeneration of brownfield lands over greenfield lands across all tiers of urban settlements including smaller towns and rural villages. • Local Authorities through their respective County Development Plans and Local Area Plans will set out policies and objectives to support the reuse/refurbishment of existing disused and derelict rural dwellings for residential purposes and also encourage new uses for disused/derelict farm buildings including residential where appropriate, subject to normal planning considerations. • The establishment of a data base with site briefs specifically for brownfield sites zoned for development which will be continually renewed and updated as opportunities arise through active land management processes, so that brownfield re-use can be managed and coordinated across multiple stakeholders; • Target measures to reduce the extent of vacancy within our region's existing building stock and seek investment in refurbishment initiatives to bring underused property assets into use in the residential market; • Target measures and support initiatives that promote retrofitting and improving the quality of the existing building stock, especially energy efficiency, green infrastructure, digital infrastructure, smart technologies to future proof our existing buildings and neighbourhoods. • Local Authorities should Liaise with the Regional Waste Management Office when considering applications for development of brownfield sites that require the offsite disposal of contaminated waste • In brownfield developments, the preparation of a Construction & Development Waste Management Plan (C&D WMP) should be prepared in the early stages of project development to facilitate suitable arrangements for the proper and authorised management of wastes. • In accordance with the "Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects", published by the Department of the Environment, Community and Local Government (DECLG) and any updated guidelines, Development Plans shall seek that a C&D WMP shall accompany a planning application for projects which exceed specified threshold limits for both public and private sectors with the key objectives to (i) minimise the amount of waste generated as part of the project, (ii) maximise the amount of material for re-use on site, (iii) maximise the amount of material which is sent off site for reuse, recycling or reprocessing and (iv) assess by product options and (v) minimise the amount of material sent to landfill/export. Waste management plans should also consider potential impacts arising from spreading of invasive species. • Proposals for brownfield regeneration in strategic locations including docklands, should be accompanied by a site risk assessment and a clear waste plan for any wastes arising, including consideration of hazardous or contaminated material. | The amendments to this RPO to include preparation of C&D WMP is welcome and positive for MA, BFF and W. The promotion of initiatives for the regeneration of brownfield sites over greenfield sites is also positive from an environmental perspective for the reasons already outlined in the assessment. The introduction of policies for the reuse of derelict rural dwellings is positive from a PHH and MA perspective, but such projects have the potential to impact on cultural heritage and biodiversity e.g. by impacting on bats. | In pursuit of the NPF's NPO 3a, 3b & 3c, the Development plan Core Strategy' should be accompanied by specific objectives setting out the achievement of urban infill/brownfield development. Requirements for brownfield site remediation shall consider: • Seeking initiatives that enable site assembly for regeneration and initiatives that promote regeneration of brownfield lands over greenfield lands across all tiers of urban settlements including smaller towns and rural villages. • Local Authorities through their respective County Development plans and Local Area Plans will set out policies and objectives to support the reuse/refurbishment of existing disused and derelict rural dwellings for residential purposes community or commercial (including social enterprise) and encourage new uses for disused/derelict farm buildings including residential where appropriate, subject to normal planning considerations and ensure that re-use is compatible with environmental and heritage protection. • The establishment of a data base with site briefs specifically for brownfield sites zoned for development which will be continually renewed and updated as opportunities arise through active land management processes, so that brownfield re-use can be managed and co-ordinated across multiple stakeholders; • Target measures to reduce the extent of vacancy within our region's existing building stock and seek investment in refurbishment initiatives to bring underused property assets into use in the residential market; • Target measures and support initiatives that promote retrofitting and improving the quality of the existing building stock, especially energy efficiency, green infrastructure, digital infrastructure, smart technologies to future proof our existing buildings and neighbourhoods. • In brownfield developments, the preparation of a Construction & Development Waste Management Plan (C&D WMP) should be prepared in the early stages of project development to facilitate suitable arrangements for the proper and authorised management of wastes. • In accordance with the "Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects", published by the Department of the Environment, Community and Local Government (DECLG) and any updated guidelines, Development plans shall seek that a C&D WMP shall accompany a planning application for projects which exceed specified threshold limits for both public and private sectors with the key objectives to (i) minimise the amount of waste generated as part of the project, (ii) maximise the amount of material for re-use on site, (iii) maximise the amount of material which is sent off site for reuse, recycling or reprocessing and (iv) assess by product options and (v) minimise the amount of material sent to landfill/export. Waste management plans should also consider potential impacts arising from spreading of invasive species. • Proposals for brownfield regeneration in strategic locations including docklands, should be accompanied by a site risk assessment and a clear waste plan for any wastes arising, including consideration of hazardous or contaminated material. | No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from the proposed alterations to the draft plan. |
| RPO 35 (former RPO 32): Support for Compact Growth | Local Authorities, through Development Plan and Local Area Plan policies, shall identify rejuvenation priorities within our region's settlements which demonstrate achievement of National Strategic Outcome: Compact Growth. | (a) Local Authorities, through Development Plan and Local Area Plan policies, shall identify rejuvenation priorities within our region's settlements which demonstrate achievement of National Strategic Outcome: Compact Growth. (b): Development Plans shall state a minimum requirement to deliver at least half (50%) of all new homes that are targeted in the region's three Cities and suburbs of Cork, Limerick and Waterford, within their existing built up footprints (brownfield and greenfield) in accordance with NPF National Policy Objective 3b (c): Development Plans shall state a minimum requirement to deliver at least 30% of all new homes that are targeted in settlements other than the cities and suburbs, within their existing built-up footprints brownfield and greenfield in accordance with NPF National Policy Objective 3c. | The amendments to this RPO are in line with the NPF which has already been subject to assessment. | a) Local Authorities, through Development Plan and Local Area Plan policies, shall identify rejuvenation priorities within our region's settlements which demonstrate achievement of National Strategic Outcome: Compact Growth. b) Development Plans shall set out a transitional minimum requirement to deliver at least half (50%) of all new homes that are targeted in the region's three Cities and suburbs of Cork, Limerick and Waterford, within their existing built up footprints in accordance with NPF National Policy Objective 3b. This will be evidence based on availability and deliverability of lands within the existing built up footprints. c): Development Plans shall set out a transitional minimum requirement to deliver at least 30% of all new homes that are targeted in settlements other than the cities and suburbs, within their existing built-up footprints in accordance with NPF National Policy Objective 3c. This will be evidence based on availability and deliverability of lands within the existing built up footprints. | No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from the proposed alterations to the draft plan. |
| RPO 36 (former RPO 33): Land Development Agency | To support the role of the Land Development Agency | It is an objective to support the role collaboration and delivery of actions in the Region through initiatives of the Land Development Agency which include co-ordinating appropriate State lands for regeneration and development, opening up key sites which are not being used effectively for housing delivery; and driving strategic land assembly, working with both public and private sector land owners. The co-ordination and selection of sites should be based on a process that examines environmental criteria (see also RPO 1). | The amendment to this RPO requires that a site selection process is undertaken for the selection of key sites. This site selection process should consider the key environmental criteria. | To support the role, collaboration and delivery of actions in the Region through initiatives of the Land Development Agency which include co-ordinating appropriate State lands and private owned lands for regeneration and development, opening up key sites which are not being used effectively for housing delivery; and driving strategic land assembly, working with both public and private sector land owners. The co-ordination and selection of sites should be supported by a quality site selection process that includes an assessment of environmental criteria and constraints (see also RPO 1). The site selection process will recommend which sites to bring forward for development. | No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from the proposed alterations to the draft plan. |
| RPO 38 (former RPO 35) Retrofitting Initiative Priorities | Local Authorities, through County Development Plan and Local Area Plan objectives, shall identify retrofitting initiative priorities within settlements that grew rapidly without corresponding investment in infrastructure and amenities which demonstrate opportunities for achievement of National Strategic Outcome: Compact Growth. | (a) Local Authorities, through County Development Plan and Local Area Plan objectives, shall identify retrofitting initiative priorities within settlements that grew rapidly without corresponding investment in infrastructure and amenities which demonstrate opportunities for achievement of National Strategic Outcome: Compact Growth. (b): Support initiatives that seek retrofitting infrastructure to existing buildings including smart technologies, energy efficient and micro renewable systems and seek targeted initiatives and actions at a local level for the refurbishment and upgrading of suitable vacant and underused building stock. (c): Support initiatives that retrofit environmental amenities to address adverse effects on biodiversity and the environment. | The addition of b) to this RPO has a positive impact on CF as it supports energy efficiency. The inclusion of smart technologies also has a positive impact on PHH and MA. However, the retrofitting and regeneration of buildings has the potential to impact on cultural heritage, landscape and biodiversity (i.e. bats) and therefore such plans require to be supported by the necessary environmental assessments. The addition of c) is positive for BFF, W and indirectly for PHH, however where such improvements require new or upgrading of infrastructure, then such plans should be subject to environmental assessments and the outcome of the planning process. | (a): Local Authorities, through County Development Plan and Local Area Plan objectives, will identify retrofitting initiative priorities within settlements that grew rapidly without corresponding investment in infrastructure and amenities which demonstrate achievement of National Strategic Outcome: Compact Growth. (b): Support initiatives that seek retrofitting infrastructure to existing buildings including smart technologies, energy efficient and micro renewable systems and seek targeted initiatives and actions at a local level for the refurbishment and upgrading of suitable vacant and underused building stock. (c): Support initiatives that retrofit environmental amenities to address adverse effects on biodiversity and the environment. (d) Support initiatives that address fuel poverty. | No additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from the proposed alterations to the draft plan. |
| Chapter 4 A Strong Economy innovative and Smart | | | | | |
| RPO 41 (former RPO 39): Atlantic Economic Corridor (AEC) | It is an objective to develop the Atlantic Economic Corridor (AEC) initiative as a driver for enterprise growth, investment and attracting entrepreneurial skills and talent to the rural catchments as an economic complement to the role of metropolitan areas and larger urban centres on the AEC. | It is an objective to develop the Atlantic Economic Corridor (AEC) initiative as a driver for enterprise growth, investment and attracting entrepreneurial skills and talent to the rural catchments as an economic complement to the role of metropolitan areas and larger urban centres on the AEC. The RSES recognises the combined advantages and opportunities of the AEC including delivering a high-value and low-carbon economy. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to develop the Atlantic Economic Corridor initiative as a driver for enterprise growth, investment and attracting entrepreneurial skills and talent to the rural catchments as an economic complement to the role of metropolitan areas and larger urban centres on the AEC. The RSES recognises the combined advantages and opportunities of the AEC including delivering a high-value and low-carbon economy. | No change. |
| RPO 42 (new from MA stage former RPO D) Eastern Corridor | | It is an objective to support the development of an Eastern Corridor through the development of the Dublin-Belfast Economic Corridor and strengthening economic links with the South East extending to Rosslare Europort (including public transport connectivity and optimising the potential for rail freight), which is an important economic and transport link, particularly in the post Brexit scenario. | The objective has direct positive impacts for PHH and MA as it is focused on supporting and investment in economic links in the South East. Although, the policy is not specific on how links will be strengthened, it is understood that it would rely on existing infrastructure such as the M11. The inclusion of the wording in brackets is welcome and positive on CF and AQ and indirectly on all environmental aspects. Economic growth also results in population and job growth and as such there is potential for significant negative impacts on BFF, W, LS, AQ, CF and Lands through greenfield and brownfield development, habitat loss and disturbance and emissions to air, soil and water. : The construction and operational impacts arising from any associated development proposals must be subject to robust feasibility, route/site selection, appropriate environmental assessment (EIA, AA EclA and FRA), and the planning process at the project level. | It is an objective to support the development of an Eastern Corridor through the development of the Dublin-Belfast Economic Corridor and strengthening economic links with the South-East, extending to Rosslare Europort (incl. public transport connectivity and optimising the potential for rail freight), which is an important economic and transport link, particularly in the post-Brexit scenario. | No change. |
| Former RPO 43 (deleted MA Stage) : Rural Economic Development Zones (REDZ) | It is an objective to drive sustainable transboundary regional projects and initiatives in Rural Economic Development Zones (REDZ) in the Southern Region and support investment in the sustainable development of infrastructure to enhance the economic and service functions of urban centres in REDZ area. | RPO Deleted: It is an objective to drive sustainable transboundary regional projects and initiatives in Rural Economic Development Zones (REDZ) in the Southern Region and support investment in the sustainable development of infrastructure to enhance the economic and service functions of urban centres in REDZ areas. | This RPO has been deleted and therefore the assessment provided in the draft Environmental Report is not relevant. | | |

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| RPO 56 (former RPO 54): Low Carbon Economy | <p>a. It is an objective to accelerate the transition towards a low carbon economy and a circular economy through mechanisms such as the Climate Action Competitive Fund.</p> <p>b. It is an objective to develop enterprises that create and employ green technologies.</p> <p>c. Local Authorities shall ensure that the development of green industry and technologies incorporates careful consideration of potential environmental impacts at project level including the capacity of receiving environment and existing infrastructure to serve new industries.</p> <p>d. Local Authorities shall include objectives in statutory land use plans to promote 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.</p> <p>e. It is an objective to support investments in energy efficiency of existing commercial and public building stock with a target of all public buildings and at least one-third of total commercial premises upgraded to BER Rating 'B'. 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 accordance with the National Energy Efficiency Action Plan (NEEAP).</p> | <p>a) The RSES recognises the urgency to transition to a low carbon future and it is therefore an objective to accelerate the transition towards a low carbon economy and a circular economy through mechanisms such as the Climate Action Competitive Fund.</p> <p>b. It is an objective to develop enterprises that create and employ green technologies.</p> <p>c. Local Authorities shall ensure that the development of green industry and technologies incorporates careful consideration of potential environmental impacts at project level including the capacity of receiving environment and existing infrastructure to serve new industries.</p> <p>d. Local Authorities shall include objectives in statutory land use plans to promote 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.</p> <p>e. It is an objective to support investments in energy efficiency of existing commercial and public building stock with a target of all public buildings and at least one-third of total commercial premises upgraded to BER Rating 'B'. 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 accordance with the National Energy Efficiency Action Plan (NEEAP).</p> | As per previous assessment; 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>(a) The RSES recognises the urgency to transition to a low carbon future and it is therefore an objective to accelerate the transition towards low carbon economy and circular economy through mechanisms such as the Climate Action Competitive Fund;</p> <p>(b) It is an objective to develop enterprises that create and employ green technologies;</p> <p>(c) Local authorities should ensure that the development of green industry and technologies incorporates careful consideration of potential environmental impacts at project level including the capacity of receiving environment and existing infrastructure to serve new industries;</p> <p>(d) Local authorities shall include objectives in statutory land use plans to promote 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, energy efficiency in traditional buildings and initiatives to achieve Nearly Zero-Energy Buildings (NZE) standards in line with the Energy Performance of Buildings Directive (EPBD).</p> <p>(e) It is an objective to support investments in energy efficiency of existing commercial and public building stock with a target of all public buildings and at least one-third of total commercial premises upgraded to BER Rating 'B'. 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 accordance with the National Energy Efficiency Action Plan (NEEAP).</p> | No change. |
| RPO 62 (former RPO 59) Locations for Employment Development | <p>a. It is an objective to ensure employment locations follow the hierarchy identified in Chapter 3, and ensure they are built fit-for purpose. This includes the provision of access to utilities, connectivity, and other enterprise development factors.</p> <p>b. It is an objective to identify future locations for strategic employment development having regard to accessibility by sustainable transport modes and environmental constraints</p> | <p>a. It is an objective to ensure employment locations follow the hierarchy identified in Chapter 3, and ensure they are built fit-for purpose. This includes the provision of access to utilities, connectivity, and other enterprise development factors.</p> <p>b. It is an objective to identify future locations for strategic employment development having regard to accessibility by sustainable transport modes and environmental constraints</p> <p>(c) It is an objective to reduce the number of unemployment blackspots in the Region through a greater understanding of their nature and causes to assist in identifying appropriate responses and revert reinforcing negative patterns.</p> | As per previous assessment; 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>It is an objective to:</p> <p>a) Ensure employment locations follow the hierarchy identified in Chapter 3, and ensure they are built fit-for-purpose. This includes the provision of access to utilities, connectivity, and other enterprise development factors;</p> <p>b) Identify future locations for strategic employment development having regard to accessibility by sustainable transport modes and environmental constraints.</p> <p>c) Support a positive presumption in favour of locating appropriate employment where it would address unemployment blackspots, support sectoral and location-based strengths and synergies with existing employers, take advantage of 'ready to go' property solutions and local ambition.</p> | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. |
| Former RPO 66 (deleted at MA stage) Overseas Market Entry | It is an objective to enhance and facilitate overseas market entry with administrative solutions, such as pre-clearance of passengers and goods in our international airports. | RPO Deleted: It is an objective to enhance and facilitate overseas market entry with administrative solutions, such as pre-clearance of passengers and goods in our international airports. | This RPO has been deleted and therefore the assessment provided in the draft Environmental Report is not relevant. | | |
| As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to support the sustainable development of the potential of the marine environment foster opportunities for innovation in the maritime Economy and drive forward the Region as a first mover under Marine Spatial Planning while preserving the environmental and ecological conservation status of our marine natural resource. Initiatives arising from this objective shall be subject to robust feasibility and site selection, which includes undertaking flood risk assessment and explicit consideration of likely significant effects on European Sites and potential for adverse effects on the integrity of European sites in advance of any development | It is an objective to support the sustainable development of the potential of the marine environment foster opportunities for innovation in the maritime Economy and drive forward the Region as a first mover under Marine Spatial Planning while preserving the environmental and ecological conservation status of our marine natural resource. Initiatives arising from this objective shall be subject to robust feasibility and site selection, which includes undertaking flood risk assessment and explicit consideration of likely significant effects on European Sites and potential for adverse effects on the integrity of European sites in advance of any development. The RSES seeks close interaction between the HEI sector and centres of Research and Development including MAREI and the National Maritime College to position the region in as a leader in this field. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to support the sustainable development of the potential of the marine environment foster opportunities for innovation in the maritime economy and drive forward the Region as a first mover under marine spatial planning while preserving the environmental and ecological conservation status of our marine natural resource. Initiatives arising from this objective shall be subject to robust feasibility and site selection, which includes flood risk assessments and explicit consideration of likely significant effects on European sites and potential for adverse effects on their integrity in advance of any development. The RSES encourages close interaction between higher education, state agencies, and enterprise to position the Region in as a leader in this field. | As per previous assessment; 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 79 (former RPO 77) Shannon Estuary and Other Harbour Plans | <p>a. The RSES recognises the national and international importance of the Shannon Estuary, its potential to attract multinational development and the significant work that has been undertaken to progress its promotion and development. It is an objective to support and promotes the delivery of the Strategic Development Locations as set out in the SIFP for the Shannon Estuary and zoned in the Local Authority Development Plans.</p> <p>b. It is an objective to promote the SIFP initiative as a good practice model for the Southern Region and to seek the preparation of similar initiatives for Cork Harbour and Waterford Harbour between the relevant stakeholders.</p> <p>c. Such initiatives shall be subject to the relevant environmental assessment requirements including SEA, EIA SFRA and AA as appropriate.</p> | <p>a. The RSES recognises the national and international importance of the Shannon Estuary, its potential to attract multinational development and the significant work that has been undertaken to progress its promotion and development. It is an objective to support and promotes the delivery of the Strategic Development Locations as set out in the SIFP for the Shannon Estuary subject to the implementation of mitigation measures outlined in the SEA and AA undertaken on SIFP and zoned in the Local Authority Development Plans</p> <p>b. It is an objective to promote the SIFP initiative as a good practice model for the Southern Region and to seek the preparation of similar initiatives for Cork Harbour and Waterford Harbour between the relevant stakeholders.</p> <p>c. It is an objective to support the promotion, marketing and seeking of financial and expertise support for the Strategic Integrated Framework Plan (SIFP) for the Shannon Estuary and specific projects emerging there from.</p> <p>d. Such initiatives shall be subject to the relevant environmental assessment requirements including SEA, EIA SFRA and AA as appropriate.</p> | <p>The addition of the reference to mitigation from the SIFP is welcomed and strengthens the protection measures included in the planning hierarchy.</p> <p>As per previous assessment; 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>a) The RSES recognises the national and international importance of the Shannon Estuary, its potential to attract multinational development and the significant work that has been undertaken to progress its promotion and development. It is an objective to support and promotes the delivery of the Strategic Development Locations as set out in the SIFP for the Shannon Estuary subject to the implementation of mitigation measures outlined in the SEA and AA undertaken on SIFP and zoned in the Local Authority Development Plans.</p> <p>b) It is an objective to promote the SIFP initiative as a good practice model for the Southern Region and to seek the preparation of similar initiatives for Cork Harbour and Waterford Harbour between the relevant stakeholders.</p> <p>c) It is an objective to support the promotion, marketing and seeking of financial and expertise support for the Strategic Integrated Framework Plan (SIFP) for the Shannon Estuary and specific projects emerging there from.</p> <p>d) Such initiatives shall be subject to the relevant environmental assessment requirements including SEA, EIA SFRA and AA as appropriate.</p> | No change. |
| Chapter 5 Environment: Creating a clean environment for a healthy society | | | | | |
| RPO 87 (former RPO 85): Low Carbon Energy Future 2015-2030 | The Southern Region is committed to the implementation of the policy of Government under Ireland's Transition to a Low Carbon Energy Future 2015-2030. It is an objective to promote change across business, public and residential sectors to achieve reduced Green House Gas (GHG) emissions, improve energy efficiency and increase the use of renewable energy sources across the key sectors of electricity supply, heating, transport and agriculture | The Southern Region is committed to the implementation of the policy of Government under Ireland's Transition to a Low Carbon Energy Future 2015-2030 and Climate Action Plan 2019. It is an objective to promote change across business, public and residential sectors to achieve reduced Green House Gas (GHG) emissions in accordance with current and future national targets, improve energy efficiency and increase the use of renewable energy sources across the key sectors of electricity supply, heating, transport and agriculture. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | The RSES is committed to the implementation of the Government's policy under Ireland's Transition to a Low Carbon Energy Future 2015-30 and Climate Action Plan 2019. It is an objective to promote change across business, public and residential sectors to achieve reduced GHG emissions in accordance with current and future national targets, improve energy efficiency and increase the use of renewable energy sources across the key sectors of electricity supply, heating, transport and agriculture. | No change. |
| RPO 89 (new at MA stage former RPO E) Building Resilience to Climate Change | | <p>a) It is an objective to support measures to build resilience to climate change throughout the region to address impact reduction, adaptive capacity, awareness raising and emergency planning.</p> <p>b) Local Authorities and other public agencies shall continue to work with the OPW to implement the Flood Risk Management Plans and address existing and potential future flood risks arising from coastal, fluvial, pluvial, groundwater and potential sources of flood risk.</p> | Support for measures to build resilience to climate change will have generally positive short, medium and long term impacts for CF, MA and PHH in delivering mitigation and adaptation across the region. However it is acknowledged that the development and construction of any infrastructure has potential for both positive and negative impacts across environmental receptors (for example flood defences) depending on the scale, nature and location of such infrastructure. Prior to implementation of any adaptation or mitigation measures there should be a clear assessment which considers reasonable options, site selection and includes robust environmental assessment. | <p>a) It is an objective to support measures to build resilience to climate change throughout the Region to address impact reduction, adaptive capacity, awareness raising, providing for nature-based solutions and emergency planning;</p> <p>b) Local Authorities and other public agencies shall continue to work with the Office of Public Works to implement the Flood Risk Management Plans and address existing and potential future flood risks arising from coastal, fluvial, pluvial, groundwater and potential sources of flood risk.</p> | As per previous assessment; 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 90 (new at MA Stage former RPO F) Regional De-carbonisation | | It is an objective to develop a Regional Decarbonisation Plan to provide a framework for action on decarbonisation across all sectors. The Regional Decarbonisation Plan will include existing and future targets for each sector. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Regional Decarbonisation Plan for the Southern Region with stakeholders including the Climate Action Regional Offices, the requirements for SEA, AA and the timescale for its preparation. | This policy objective is positive for CF and the broader environment. Objectives which directly or indirectly are aimed at promoting a shift away from use of fossil fuels will have co-benefits for AQ and PHH. Reduced energy based combustion will also result in indirect positive impact for BFF, W and LS through reduced deposition/acidification cause by air pollution. For MA there is potential for some negative impacts through, for example, the phased cessation of the peat powered electricity generating plants and associated peat harvesting in the region. These MA negative impacts may be offset with an investment in the bio-economy in the region. | It is an objective to develop a Regional De-carbonisation Plan to provide a framework for action on de-carbonisation across all sectors. The Plan shall include existing and future targets for each sector. Implementation mechanisms and monitoring structures shall be established with stakeholders, including the Climate Action Regional Offices, following the adoption of the RSES to identify the scope and role of the Plan, the requirements for SEA, AA and the timescale for its preparation. | No change. |
| RPO 91 (former RPO 87): Decarbonisation in the Transport Sector | It is an objective to support initiatives that support the decarbonisation of the transport sector, moving to the use of clean generated electricity for private and public transportation by 2030 | a) It is an objective to seek support initiatives that support will achieve the decarbonisation of the transport sector, moving to the use of clean generated electricity for private and public transportation by 2030 | The additions to this RPO are directly positive for CF and AQ as they promote the decarbonisation of the transport sector provision which remains a significant challenge for Ireland generally. However, associated infrastructure (in terms of processing, storage, transport and refuelling) to deliver the policy should be subject to site selection, environmental assessment and the outcome of the planning process, as with any infrastructure given the potential for negative impacts on all environmental receptors is sited inappropriate. | It is an objective to: <p>a) Seek initiatives that will achieve the de-carbonisation of the transport sector, moving to the use of clean generated electricity bio-gas, hydrogen and other non-fossil fuels for private and public transportation and provision of clean energy and lower carbon fuelling stations by 2030;</p> <p>b) Pursue policies to reduce reliance on private cars and achieve modal shift to sustainable transportation in conjunction with policies to achieve compact growth and reduce congestion;</p> <p>c) Seek the development of clean energy and lower carbon fuelling and electric vehicle charging stations and infrastructure at the appropriate locations which take into consideration electric, hydrogen, CNG/biogas inter-alia.</p> | No change. |
| RPO 92 (former RPO 88): Electric vehicle infrastructure | <p>a. It is an objective to support investment in the sustainable development of Electric Vehicle charging facilities aligned with our region's transportation networks.</p> <p>b. Through Local Authority County Development Plans and Local Area Plans, It is an objective to encourage an support policies and objectives to integrate Electric Vehicle charging point infrastructure within residential, commercial and mixed-use developments</p> | | | It is an objective to: <p>(a) Support investment in the sustainable development of Electric Vehicle charging facilities aligned with our Region's transportation networks;</p> <p>(b) Through Local Authority County Development Plans and Local Area Plans, encourage and support policies and objectives to integrate Electric Vehicle charging point infrastructure within residential, commercial and mixed-use developments.</p> | No change. |
| RPO 93 (former RPO 89) CNG and EV Infrastructure | It is an objective to support investment in the sustainable development of CNG refuelling stations aligned with the TEN-T corridors as a renewable technology for servicing public service vehicles and commercial fleets. | It is an objective to: <p>(a) support investment in the sustainable development of CNG refuelling Stations aligned with the TEN-T corridors as a renewable technology for servicing public service vehicles and commercial fleets (b) seek the provision of EV charging point infrastructure within residential, commercial and mixed-use developments.</p> | The addition of EV charging point infrastructure is positive for CF, PHH and MA and indirectly positive for the broader environment. However the selection of sites for charging points should be subject to site selection taking into consideration cultural heritage sites e.g. protected structures and pavements. | It is an objective to: <p>(a) Support investment in the sustainable development of CNG refuelling stations aligned with the TEN-T corridors as a renewable technology for servicing public service vehicles and commercial fleets;</p> <p>(b) Seek the provision of EV charging point infrastructure within residential, commercial and mixed use developments.</p> | No change. |

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| RPO 94 (former RPO 90): Decarbonisation in the Agricultural Sector | It is an objective to support initiatives to achieve carbon neutrality for agriculture and land-use that does not compromise sustainable food production through programmes including the Green Low Carbon Agri-environment Scheme (GLAS) and the Beef Data and Genomics Programme (BDGP) under Ireland's Rural Development Programme 2014-2020. | It is an objective to support initiatives to achieve carbon neutrality for agriculture and land-use that does not compromise sustainable food production through: i) programmes including the Green Low- Carbon Agri-environment Scheme (GLAS) and the Beef Data and Genomics Programme (BDGP) under Ireland's Rural Development Programme 2014-2020. ii) support for 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 to reduce GHGs as well as adaptation measures. | Recommend clarifying the wording to refer to mitigation to reduce greenhouse gas emissions and climate change adaptation. (wording updated) As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to support initiatives that advance an approach to achieve carbon neutrality for agriculture and land-use that does not compromise sustainable food production through: (i) Programmes including the Green Low-Carbon Agri-environment Scheme (GLAS) and the Beef Data and Genomics Programme (BDGP) under Ireland's Rural Development Programme 2014-20;. (ii) Support for 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 to reduce GHGs as well as adaptation measures. The All-of-Ireland Government Plan on Climate Action and Ag-Climateise will guide action in this area. | As per previous assessment; 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 95 (former RPO 91): Sustainable Renewable Energy Generation | It is an objective to support and leverage the Southern Region as a leader and innovator in sustainable renewable energy generation | It is an objective to support implementation of the National Renewable Energy Action Plan (NREAP), and the Offshore Renewable Energy Plan and the implementation of mitigation measures outlined in their respective SEA and AA and leverage the Southern Region as a leader and innovator in sustainable renewable energy generation. | Changes are welcome regarding extending wording to make reference to implementation of mitigation measures outlined in the SEA and AA for the offshore renewable energy plan. As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to support implementation of the National Renewable Energy Action Plan (NREAP), and the Offshore Renewable Energy Plan and the implementation of mitigation measures outlined in their respective SEA and AA and leverage the Region as a leader and innovator in sustainable renewable energy generation. | No change. |
| RPO 97 (former RPO 93): Power Stations & Renewable Energy | It is an objective to support the sustainable technology upgrading and conversion of power stations in the Southern Region to use energy efficient and renewable energy sources. | | | It is an objective to support the sustainable technology upgrading and conversion of power stations in the Region to increase capacity for use of energy efficient and renewable energy sources | As per previous assessment; 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 104 (former RPO 100): Energy Storage and Carbon Capture | It is an objective to support investment in initiatives to develop innovation, advances in technology and pilot projects for the sustainable development of energy storage and carbon capture within the region | It is an objective to support investment in initiatives to develop innovation, advances in technology and pilot projects for the sustainable development of energy storage and carbon capture within the region | The addition of the reference to sustainable forestry to support carbon sequestration is positive for CF with indirect positive impacts for all environmental receptors if sited and managed appropriately. Forestry has historically been associated with reduced species diversity, significant land use change, soil erosion and water quality deterioration as a result of stinging and management options. This needs to be fully addressed in sustainable forestry proposals if negative impacts on BFF, S, W, Lands are to be avoided. | It is an objective to support investment in initiatives to develop innovation, advances in technology and pilot projects for the sustainable development of energy storage and carbon capture within the Region and to work with key stakeholders in developing sustainable forestry, including initiatives for native tree planting and better management of peatland and soil management to support carbon sequestration and enhancement of biodiversity. | The changes are welcome. As per previous assessment; 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 105 Clean Electric Heat Technologies & District Heating (Former RPO 101 Clean Electric Heat Technologies and RPO 103 Non Fossil Fuel Heat Sources merged at MA stage as RPO G). | It is an objective to support initiatives to develop clean electric heat technologies in | It is an objective to support development of District Heating schemes by promoting innovation in the use of recoverable heat sources and related technologies. The development of new low carbon heat sources should include non-fossil fuel heat sources including clean electric and renewable gas heat technologies in the region. | This new RPO replaces RPO 101. The amendments aim to improve energy efficiency and reduce energy demand, which is directly positive for CF and AQ and indirectly positive for the broader environment as indicated in the assessment of RPO 101 in the draft environmental report. Any retrofitting of buildings will need to consider potential for negative impacts on CH and Lands, Bats and birds which can be damaged / disturbed during construction works. | It is an objective to support development of district heating schemes by promoting innovation in the use of recoverable heat sources and related technologies. The development of new low carbon heat sources should include non-fossil fuel heat sources including clean electric and renewable gas heat technologies in the Region. | No change. |
| RPO 106 (former RPO 102) : Future Proofing and Retrofitting | It is an objective to support investment in initiatives to improve energy efficiency and future proof our region's residential, commercial and public building stock, including retrofitting in urban and rural areas. | It is an objective to support implementation of the National Energy Efficiency Action Plan (NEEAP), the implementation of mitigation measures outlined in their respective SEA and AA and investment in initiatives to improve energy efficiency and future proof our region's residential, commercial and public building stock, including retrofitting in urban and rural areas. RSES supports the promotion of sustainable buildings that achieve certification under systems such as the Home Performance Index (HPI) and Leadership in Energy and Environmental Design (LEED) at local authority level. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to support implementation of the <i>National Energy Efficiency Action Plan</i> , the implementation of mitigation measures outlined in their respective SEA and AA and investment in initiatives to improve energy efficiency and future proof our Region's residential, commercial, industrial, agricultural and public building stock, including retrofitting in urban and rural areas and reduce fuel poverty. RSES supports the promotion of sustainable buildings that achieve certification under systems such as the Home Performance Index and Leadership in Energy and Environmental Design at local authority level. | No change. |
| RPO 107 (former RPO 104): Circular Economy | It is an objective to support initiatives that develop the Circular Economy through implementation of the Southern Regional Waste Management Plan 2015 – 2021 and any updates to the Plan. | It is an objective to support innovative initiatives that develop the Circular Economy through implementation of the Southern Regional Waste Management Plan 2015 – 2021 and any updates to the Plan. | | It is an objective to support innovative initiatives that develop the circular economy through implementation of the Southern Regional Waste Management Plan 2015-21 and its successor. | No change. |
| RPO 112 (former RPO 125) | It is an objective to support commitments to achieve and maintain at least Good status, and no deterioration of status, for all water bodies under the Marine Strategy Framework Directive and its Programme of Measures, the Water Framework Directive and the River Basin Management Plan. Key challenges include, inter alia, the need to address significant deficits in urban waste-water treatment and water supply, addressing flooding and increased flood risks from extreme weather events and increased intense rainfall because of climate change. | Wording updated in final Plan. No Material Change. | | It is an objective to support commitments to achieve and maintain "At Least Good" status, except where more stringent obligations are required for high ecological status and no deterioration of status for all water bodies under the Marine Strategy Framework Directive and its programme of measures, the Water Framework Directive and the River Basin Management Plan. Key challenges include, inter alia, the need to address significant deficits in urban waste-water treatment and water supply, addressing flooding and increased flood risks from extreme weather events and increased intense rainfall because of climate change. | The changes provide clarity. As per previous assessment; 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 120 Flooding and Coastal Erosion (new from MA Stage former RPO H) | | It is an objective to support measures (including Integrated Coastal Zone Management (ICZM)) for the management and protection of coastal resources and communities against coastal erosion, flooding and other threats. 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 greatest extent practicable. | This policy objective is positive for the broader environment as it will have long-term direct positive impacts, particularly for PHH, MA, W and CF, in terms of recognising and adapting to coastal erosion risk, flooding and other coastal threats. Ireland has a dynamic coastline and it is recognised that there are challenges to adapting to coastal erosion, flooding and other threats. Forty percent of Ireland's population lives within 5km of the coast. Our coastal areas are also a key driver for the tourism sector, particularly given the length of quality accessible coastline in the SRA. However coastal areas are a fragile resource and needs to be managed carefully to sustain its character and attributes (i.e. physical, environmental and biodiversity.) This objective is aligned to the collective aims of NPF regarding climate adaptation and mitigation, to address the effects of sea level changes and coastal flooding and erosion and to support the implementation of adaptation and mitigation responses in vulnerable areas. In particular it is seeking to integrate and align approaches to coastal resource management, flood risk, etc. An integrated coastal zone management (ICZM) approach needs to be based on principles of sustainable development. The policy could be more specific about what structures will be put in place to support an integrated approach to CZM. A clear structure for ICZM is needed for the region and demonstrated commitment to collaborate/ co-ordinate between the relevant local authorities (i.e. similar to the Waste Management Strategy) through a committee/ steering group. Also, local policy should encourage an ecosystems services approach to development, located away from coastal areas. Also, a robust feasibility study or plan is required to examine the environmental implication of coastal developments. Mitigation: Structures should be put in place to support an integrated approach to CZM. | | As per previous assessment; 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 126 (former RPO 120): Biodiversity | a. It is an objective to promote biodiversity protection through promoting the integration of Green Infrastructure (GI) and ecosystem services including landscape, heritage, biodiversity and management of invasive and alien species in the preparation of statutory and non-statutory land use plans. b. It is an objective to support Local Authorities in implementing measures designed to identify, conserve and enhance the biodiversity of the Southern Region. c. Local Authorities are required to carry out screening of proposed projects and any draft land-use plan or amendment/variation to any such plan for any potential ecological impact on areas designated or proposed for inclusion as Natura 2000/European Sites and shall decide if an Appropriate Assessment is necessary, of the potential impacts of the project or plan on the conservation objectives of any Natura 2000/European Site. d. It is an objective to support Local Authorities to carry out, monitor and review biodiversity plans throughout the region. Planning Authorities should set objectives in their land use plans to implement and monitor the actions as set out in the National and County Biodiversity Plans, as the conservation of biodiversity is an essential component of sustainable development. Local Authorities should address the issue of fisheries protection and invasive introduced species and encourage the use of native species for landscape planting in rural areas, in the review of their biodiversity plans. e. It is an objective to support Local Authorities to work with all stakeholders to conserve, manage and where possible enhance the regions natural heritage including all habitats, species, landscapes and geological heritage of conservation interest and to promote increased understanding and awareness of the natural heritage of the region. | a. It is an objective to promote biodiversity protection and habitat connectivity both within protected areas and in the landscape through promoting the integration of Green Infrastructure (GI) and ecosystem services including landscape, heritage, biodiversity and management of invasive and alien species in the preparation of statutory and non-statutory land use plans. The RSES recognises the role of the National Biodiversity Data Centre through its Citizen Science initiatives b. It is an objective to support Local Authorities acting together with relevant stakeholders in implementing measures designed to identify, conserve and enhance the biodiversity of the Southern Region, seek and support the implementation of the All-Ireland Pollinator Plan, National Biodiversity Action Plan and National Raised Bog SAC Management Plan. c. The Local Authorities are required to carry out screening of proposed projects and any draft land-use plan or amendment/variation to any such plan for any potential ecological impact on areas designated or proposed for inclusion as Natura 2000/European Sites and shall decide if an Appropriate Assessment is necessary, of the potential impacts of the project or plan on the conservation objectives of any Natura 2000/European Site. d. It is an objective to support Local Authorities to carry out, monitor and review biodiversity plans throughout the region. Planning Authorities should set objectives in their land use plans to implement and monitor the actions as set out in the National and County Biodiversity Plans, as the conservation of biodiversity is an essential component of sustainable development. Local Authorities should address the issue of fisheries protection and invasive introduced species and encourage the use of native species for landscape planting in rural areas, in the review of their biodiversity plans. e. It is an objective to support Local Authorities to work with all stakeholders to conserve, manage and where possible enhance the regions natural heritage including all habitats, species, landscapes and geological heritage of conservation interest and to promote increased understanding and awareness of the natural heritage of the region. | The support for the implementation of the All-Ireland Pollinator Plan, National Biodiversity Action Plan and National Raised Bog SAC Management Plan are welcomed and will lead to indirect positive impacts for BFF, MA, W and PHH by ensuring ecosystem services are sustainable managed. As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | a) Promote biodiversity protection and habitat connectivity both within protected areas and in the landscape through promoting the integration of green infrastructure and ecosystem services, including landscape, heritage, biodiversity and management of invasive and alien species in the preparation of statutory and non-statutory land-use plans. The RSES recognises the role of the National Biodiversity Data Centre through its Citizen Science initiatives; b) Support local authorities acting together with relevant stakeholders in implementing measures designed to identify, conserve and enhance the biodiversity of the Region; seek and support the implementation of the All-Ireland Pollinator Plan, National Biodiversity Action Plan and National Raised Bog SAC Management Plan; c) It is an objective to d) Local Authorities are required to carry out required screening of proposed projects and any draft land-use plan or amendment/variation to any such plan for any potential ecological impact on areas designated or proposed for inclusion as Natura 2000/European Sites and shall decide if an Appropriate Assessment is necessary, of the potential impacts of the project or plan on the conservation objectives of any Natura 2000/European Site; e) Support local authorities to carry out, monitor and review biodiversity plans throughout the Region. Planning authorities should set objectives in their land use plans to implement and monitor the actions as set out in the National and County Biodiversity Plans, as the conservation of biodiversity is an essential component of sustainable development. Local authorities should address the issue of fisheries protection and invasive introduced species and encourage the use of native species for landscape planting in rural areas, in the review of their biodiversity plans; f) Support local authorities to work with all stakeholders to conserve, manage and where possible enhance the Regions natural heritage including all habitats, species, landscapes and geological heritage of conservation interest and to promote increased understanding and awareness of the natural heritage of the Region. | No change. |

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| RPO 130 (former RPO 126) Air Quality | a. It is an objective to improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions and promotion of measures that improve air quality including provision and management of green areas and vegetation. b. It is an objective to support local data collection in the development of air quality monitoring and to investigate the merits of creating a regional air quality and greenhouse gas emissions inventory to prevent the spread of invasive to sensitive sites. | (a) It is an objective to improve and maintain good air quality and help prevent harmful effects on human health and the environment people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions and promotion of measures that improve air quality including provision and management of green areas and vegetation. (b) It is an objective to support local data collection in the development of air quality monitoring and to investigate the merits of creating a regional air quality and greenhouse gas emissions inventory to prevent the spread of invasive to sensitive sites . | Amendments provide further clarification to the intent of the RPO. As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to: (a) Improve and maintain good air quality and help prevent harmful effects on human health and the environment in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions and promotion of measures that improve air quality including provision and management of green areas and vegetation; (b) Support local data collection in the development of air quality monitoring and to investigate the merits of creating a regional air quality and greenhouse gas emissions inventory. | No change. |
| RPO 131 (former RPO 127) Noise | It is an objective to promote the pro-active management of noise where it is likely to have significant adverse impacts on health and quality of life and support the aims of the Environmental Noise Regulations through national planning guidance and Noise Action Plans | It is an objective to promote the pro-active management of noise where it is likely to have significant adverse impacts on health and the environment and quality of life . It is also an objective to support the aims of the Environmental Noise Regulations through national planning guidance and Noise Action Plans for major urban centres as considered appropriate. | Amendments provide further clarification to the intent of the RPO. As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to promote the pro-active management of noise where it is likely to have significant adverse impacts on health and the environment. It is also an objective to support the aims of the Environmental Noise Regulations through national planning guidance and Noise Action Plans for major urban centres as considered appropriate. | No change. |
| Chapter 6 Connectivity | | | | | |
| RPO 133 (former RPO 129) Smart Cities | Develop Smart Cities as engines for a Smart Region and seek investment in the initiatives of stakeholders to achieve the pillars of the EU Digital Single Market. | Develop Smart Cities as engines for a Smart Region (urban and rural), support the initiatives of the All Ireland Smart Cities Forum, seek good practices yielded through living labs, test-beds, seek the deployment of disruptive technologies and smart infrastructures in cities, towns, villages and rural areas and seek investment in the initiatives of stakeholders to achieve the pillars of the EU Digital Single Market. | Amendments provide further clarification to the intent of the RPO. As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective: • To develop Smart Cities as engines for a Smart Region (urban and rural) • To support the initiatives of the All Ireland Smart Cities Forum • To seek good practices yielded through living labs, test-beds • To seek the deployment of disruptive technologies and smart infrastructures in cities, towns, villages and rural areas • To seek investment in the initiatives of stakeholders to achieve the pillars of the EU Digital Single Market. | No change. |
| RPO 134 (former RPO 130) Smart Cities and Smart Region | Build on Smart Cities and Smart Region initiatives in Cork, Limerick, Waterford, Key Towns and wider region and seek investment into broadband, fibre technologies, wireless networks and integrated digital infrastructures to enable actions that sustainably deliver on Smart City projects to increase the innovative, sustainable and competitive placemaking dividend for the Southern Region. | (a) Build on Smart Cities and Smart Region initiatives in Cork, Limerick, Waterford, such as the All Ireland Smart Cities Forum, and seek an extension of such initiatives to towns, villages and rural areas to support a Smart Region. Key towns and wider region and (b) Seek investment into broadband, fibre technologies, wireless networks (including Internet of Things Networks extending across the region) and integrated digital infrastructures to enable actions that sustainably deliver on smart technologies Smart City projects to increase the innovative, sustainable and competitive placemaking dividend for the Southern Region. (c) Support a leadership role for the Southern Region as an innovator in smart technologies and smart mobility. (d) Seek and support investment for initiatives in smart technology as an enabler for education and life-long learning in all locations. | Amendments provide further clarification to the intent of the RPO. Indirect positive impacts for PHH and MA with investment in education and life-long learning. As previously identified, delivery of digital infrastructure has the potential for indirect negative impact on the receiving environment through habitat and species disturbance, pollution events for surface and ground water, impacts to CH and Lands. Roll out plans for such network development must seek to avoid such impacts in the first instance through proper siting and route selection, reuse of existing infrastructure and where necessary mitigation of negative effects. As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective: (a) To build on Smart Cities and Smart Region initiatives in Cork, Limerick and Waterford, such as the All Ireland Smart Cities Forum, and seek to extend such initiatives to towns, villages and rural areas to support a Smart Region. (b) To seek investment in broadband, fibre technologies, wireless networks (including an Internet of Things Network across the Region) and integrated digital infrastructures to enable actions that sustainably deliver on smart technologies to increase the innovative, sustainable and competitive placemaking dividend for the Southern Region. (c) To support a leadership role for the Southern Region as an innovator in smart technologies and smart mobility. (d) To seek and support investment for initiatives in smart technology as an enabler for education and life-long learning in all locations. | No change. |
| RPO 135 (former RPO 131) High quality high capacity international digital transmission | Optimise high quality high capacity international digital transmission connections between the Region, US, UK and Europe through projects such as the Hibernia Express subsea cable line located at Cork Internet Exchange and the Ireland-France Subsea Cable. | (a) Optimise the economic opportunities for all locations in the Southern Region from achieving high quality high capacity international digital transmission connections between the Region, US, UK and Europe through projects such as the Hibernia Express subsea cable line located at Cork Internet Exchange and the Ireland-France Subsea Cable. (b) Seek investment and continual strengthening of Metropolitan Area Networks. (c) Support and seek investment in the sustainable delivery of digital infrastructure ducting and dark broadband infrastructure. | Amendments provide further clarification to the intent of the RPO. Indirect positive impacts for PHH and MA with investment in education and life-long learning. As previously identified, delivery of digital infrastructure has the potential for indirect negative impact on the receiving environment through habitat and species disturbance, pollution events for surface and ground water, impacts to CH and Lands. Roll out plans for such network development must seek to avoid such impacts in the first instance through proper siting and route selection, reuse of existing infrastructure and where necessary mitigation of negative effects. As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective: (a) To optimise the economic opportunities for all locations in the Southern Region from achieving high quality high capacity international digital transmission connections between the Region, the US, the UK and Europe through support for improved regional digital and internet exchange facilities (subject to required feasibility, planning and environmental assessment processes) in each of the region's cities and metropolitan areas and optimise the infrastructure asset of the projects such as projects such as the Hibernia Express subsea cable line located at Cork Internet Exchange and the Ireland-France subsea cable. (b) To seek investment and continual strengthening of Metropolitan Area Networks. (c) To support and seek investment in the sustainable delivery of digital infrastructure ducting and dark fibre infrastructure. | As per previous assessment; 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 136 (former RPO 132) National Broadband Plan (NBP) | To expedite the implementation of the National Broadband Plan (NBP). | Seek to expedite the implementation of the National Broadband Plan (NBP) and the implementation of mitigation measures outlined in the SEA and AA for the NBP to all locations in the Southern Region and seek reporting procedures to the Southern Regional Assembly on progress and targets being achieved from the relevant State Departments and agencies through effective implementation mechanisms for the RSES. | Suggest extending wording to make reference to implementation of mitigation measures outlined in the SEA and AA for the National Broadband National Strategy. (wording updated) As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to seek to expedite the implementation of the National Broadband Plan and the implementation of mitigation measures outlined in the SEA and AA for the NBP to all locations in the Region and seek reporting procedures to the Southern Regional Assembly on progress and targets being achieved from the relevant State Departments and agencies through effective implementation mechanisms for the RSES. | No change. |
| RPO 137 (former RPO 133) Mobile Infrastructure | To strengthen the continued delivery of high-speed, high-capacity digital and mobile infrastructure investment in our region. | To strengthen the continued delivery of high-speed, high-capacity digital and mobile infrastructure investment in our region and strengthen cross regional integration of digital infrastructures and sharing of networks. | Amendments provide further clarification to the intent of the RPO. As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to strengthen the continued delivery of high-speed, high-capacity digital and mobile infrastructure investment in our region and strengthen cross regional integration of digital infrastructures and sharing of networks. | No change. |
| RPO 138 (former RPO 134) Digital strategies | To promote the preparation and implementation of digital strategies by each Local Authority and seek investment for actions identified. | To promote the preparation and support the implementation of digital strategies by each Local Authority, seek investment for actions identified and support the role and initiatives of the Mobile and Broadband Taskforce in addressing digital and mobile coverage blackspots and rural communications connectivity. | The amendment to this objective is positive for PHH and MA as it addresses broadband coverage in all areas. However, the implementation of RPO 184 for broadband infrastructure along with the mitigation measures outlined in the SEA and AA for the National Broadband Intervention Strategy are required to ensure potential impacts on the environment are avoided or minimised. Similarly, any infrastructure to support mobile coverage should be subject to site/route selection and environmental assessment. | It is an objective to promote the preparation and support the implementation of digital strategies by each local authority, seek investment for actions identified, and support the role and initiatives of the Mobile and Broadband Taskforce in addressing digital and mobile coverage blackspots and rural communications connectivity. | No change. |
| RPO 139 (new at MA Stage former RPO I) Low Carbon International Connectivity | | In pursuit of the NPF National Strategic Outcome of High-Quality International Connectivity, the RSES seeks that future regional freight, port and airport strategies target initiatives and demonstrate specific actions that transition these sectors to a low carbon future. | This new RPO specifically references low carbon international connectivity with reference to ports, airports and freight. Any actions which support a low carbon future are generally positive for CF however it is not clear who or how this is to be supported across these key sectors as all are emitters not only of GHG but other significant AQ pollutants. The SR includes Waterford, Cork and Shannon airports and the Tier 1 Port of Cork and Shannon Foynes Port and other RPOs in the draft plan related to these assets reference growth and expansion. Intensification of port and airport activities have the potential for negative CF and AQ impacts through the potential for increased aircraft and shipping emissions. Control of aircraft and shipping emissions are outside the control of the RSES and lie with EU ETS and the IMO respectively. Direct emissions from aviation account for about 3% of the EU's total greenhouse gas emissions and more than 2% of global emissions and is one of the fastest-growing sources of greenhouse gas emissions (source: EC). Maritime transport is responsible for about 2.5% of global greenhouse gas (GHG) emissions and also increasing (source: International Maritime Organisation, IMO). The strategies for the port development therefore need to establish how they will address not only Scope 1 (direct energy use on site and fleet vehicles) and Scope 2 (electricity imports) GHG emissions [which are indeed part of the solution] but specifically Scope 3 emissions (such as passenger transport by land to these ports as well as air and maritime emissions). This should include consideration of the role for three regionally based airports alongside a motorway and rail network. The strategies for transition must recognise the need for balance and assessment of unintended consequences as options to reduce carbon can also give rise to the potential for environmental effects [e.g. transition from petrol to diesel has resulted in unintended consequences to AQ in some of our cities]. Such proposals must be subject to robust feasibility initially at sectoral level, followed by route selection, appropriate environmental assessment (EIA, AA EClA and FRA) and the outcomes of the planning process at the project level. Finally, it is important to accept that strategies that result in the intensification of use in | In pursuit of the NPF National Strategic Outcome of High-Quality International Connectivity, the RSES supports actions to transition the movement of freight, ports and airports to a low carbon future. | No change. |

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| | | | <p>Airports and ports will potentially prohibit the transition of these sectors to a low carbon future as a result of the Scope 3 emissions which are somewhat outside the control of RSES and the port authorities. The strategies can, however, target initiatives and demonstrate specific actions that transition these sectors to a lower carbon future relative to the existing baseline. This would be encouraged and would result in positive CF and AQ impacts but as above, these strategies need to be cognisant of wider environmental implications and potential for unintended negative impacts.</p> <p>Mitigation: Proposals must be subject to robust feasibility initially at sectoral level, followed by route selection, appropriate environmental assessment (EIA, AA EcIA and FRA) and the outcomes of the planning process at the project level.</p> | | |
| RPO 140 (former RPO 135) International Connectivity | <p>a. To sustainably maintain, support and enhance the Region's International Connectivity Transport Network including the Trans European Transport Network (TEN-T)</p> <p>b. To sustainably maintain the strategic capacity and safety of the national roads network including planning for future capacity enhancements to ensure effective land transport connections to the major ports, airports and markets.</p> | <p>(a). To sustainably maintain, support and enhance the Region's International Connectivity Transport Network including the Trans European Transport Network (TEN-T) for road and rail.</p> <p>b. To sustainably maintain the strategic capacity and safety of the national roads and rail network including planning for future capacity enhancements to ensure effective land transport connections to the major ports, airports and markets.</p> <p>c. To support the role of our strategic road and rail networks with a priority on strengthened public transport networks and lower carbon movement of freight, including the TEN-T Core and Comprehensive Networks, connecting the region's metropolitan areas, key towns, ports and airports with the Atlantic Economic Corridor, extended Dublin-Belfast-South East Corridor and other urban networks as identified through Section 3.8 of the RSES and City and County Development Plans.</p> | <p>The amendment to this policy to prioritise strengthening public transport networks and low carbon freight movement on the region's networks is directly positive for CF, AQ, PHH and MA. However, as identified in the assessment, linear development has the potential to impact on the wider environment with particular reference to BFF, W, Lands, CH which must be considered in the route/site selection process and necessary environmental assessments.</p> | <p>It is an objective:</p> <p>a) To sustainably maintain, support and enhance the Region's International Connectivity Transport Network including the Trans European Transport Network (TEN-T) which seeks the development of a Europe-wide network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports and railroad terminals.</p> <p>b) To sustainably maintain the strategic capacity and safety of the national roads and rail network including planning for future capacity enhancements to ensure effective land transport connections to the major ports, airports and markets.</p> <p>c) To support the role of our strategic road and sustainable transport networks including connectivity to the TEN-T Core and Comprehensive Network, connecting the region's metropolitan areas, key towns, ports and airports with the Atlantic Economic Corridor, extended Dublin-Belfast Eastern Corridor and other urban networks as identified through Section 3.8 of the RSES and City and County Development Plans.</p> <p>d) Sustainably support infrastructure for electric and low carbon fuel infrastructure along TEN-T Core and Comprehensive Network.</p> | <p>As per previous assessment; 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> |
| RPO 141 (former RPO 136) Regional Freight Strategy | <p>Develop a RSES Regional Freight Strategy which includes the consideration of rail freight in consultation with the Department of Transport, Tourism and Sports, Transport Infrastructure Ireland, National Transport Authority, Local Authorities, Irish Rail, relevant delivery agencies and the port and airport authorities.</p> | <p>To support the development of a RSES Regional Freight Strategy which includes the consideration of rail freight, the asset of our region's rail network and innovations in the freight handling and transport sector to be prepared by the relevant stakeholders through consultation with the Department of Transport, Tourism and Sports, Transport Infrastructure Ireland, National Transport Authority, Local Authorities, Irish Rail, relevant delivery agencies and the port and airport authorities. Support the feasibility of Limerick Junction having the status of a national rail freight and passenger hub. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Regional Freight Strategy and the timescale for its preparation. The requirements of the SEA and Habitats Directives shall be considered, as appropriate, in relation to a Regional Freight Strategy.</p> | <p>The amendments to this policy regarding the RSES Regional Freight Strategy are positive and specify the requirements for SEA and AA, which are welcome.</p> <p>The amended policy also supports the feasibility of Limerick Junction as a national rail freight and passenger hub, which is positive for PHH and MA and indirectly for CF and AQ. However, it is recommended that the feasibility study examine the need and for such a hub and subsequently a site selection and environmental assessment of all possible sites.</p> | <p>It is an objective to support the development of a RSES Regional Freight Strategy which includes the consideration of rail freight, the asset of our region's rail network and innovations in the freight handling and transport sector potential for electrification, lower carbon fuels and technology to be prepared by the relevant stakeholders through in consultation with the Department of Transport, Tourism and Sports, Transport Infrastructure Ireland, National Transport Authority, Local Authorities, Irish Rail, relevant delivery agencies and the port and airport authorities. Support the feasibility of delivering a national rail freight and passenger hub in the region and reinstatement of freight lines on our region's rail network. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Regional Freight Strategy and the timescale for its preparation. The requirements of the SEA and Habitats Directives shall be considered, as appropriate, in relation to a Regional Freight Strategy.</p> | <p>As per previous assessment; 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> |
| RPO 142 (former RPO 137) Ports | <p>To strengthen investment to deliver actions under National Ports Policy and investment in sustainable infrastructure projects that:</p> <p>a. Strengthen and develop the strategic international, national and regional economic roles of our Tier 1 Ports (Port of Cork and Shannon-Foyes Port) and Tier 2 Ports (Port of Waterford and Rosslare Europort);</p> <p>b. Support the achievement of Tier 1 status for the Ports of Waterford and Rosslare Europort;</p> <p>c. Strengthen and develop the strategic regional economic role of other regional fishery harbours, ports and harbours;</p> <p>d. Development proposals will be subject to environmental assessment and feasibility studies to establish that any expansions can be achieved without adverse effects on any European sites and within the carrying capacity of the receiving environment of the ports</p> | <p>To strengthen investment to deliver actions under National Ports Policy and investment in sustainable infrastructure projects that:</p> <p>a. Strengthen and develop the strategic international, national and regional economic roles of our Tier 1 Ports (Port of Cork and Shannon-Foyes Port) and Tier 2 Ports (Port of Waterford and Rosslare Europort);</p> <p>b. Support the achievement of Ports of National Significance (Tier 1) status for the Ports of Waterford and Rosslare Europort</p> <p>c. Strengthen and develop the strategic regional economic role of other regional fishery harbours, ports and harbours;</p> <p>d. Support the export, fisheries, marine tourism and marine economy potential of port and harbour assets in the Southern Region as listed in Table 6.2 and support investment in the transition to smart technologies of port and harbour assets.</p> <p>e. Support the sustainable development of strategically located deep-water ports at Moneypoint and Cahiraon in line with the recommendations of the SIFP for the Shannon Estuary.</p> <p>f. Development proposals will be subject to environmental assessment, implementation of mitigation measures outlined in applicable SEAs and AAs and feasibility studies to establish that any expansions can be achieved without adverse effects on any European sites and within the carrying capacity of the receiving environment of the ports</p> | <p>The amendments to this RPO include support for enterprises such as fisheries at ports and harbours and also the sustainable development of deep water ports in line with the SIFP for the Shannon Estuary.</p> <p>Point e) supports development of deep water ports at Moneypoint and Cahiraon, both of which are located on the Shannon Estuary, which is a SAC & SPA and therefore highly sensitive from an ecological perspective.</p> <p>Point f) addresses the need for any plans to facilitate growth and development of ports and harbours first ensure that it will not have any adverse effects on the integrity of European Sites.</p> <p>All port and harbour developments have the potential to impact on BFF and W and therefore should be subject to environmental assessment. Also any mitigation measures identified as part of the SEA and AA for the SIFP and any other SEA and AA processes relating to the proposed development should be implemented</p> | <p>It is an objective to strengthen investment to deliver actions under National Ports Policy and investment in sustainable infrastructure projects that:</p> <p>a. Strengthen and develop the strategic international, national and regional economic roles of our Tier 1 Ports (Port of Cork and Shannon-Foyes Port) and Tier 2 Ports (Port of Waterford and Rosslare Europort) and support the strategic role of our region's port and harbour assets under the National Marine Planning Framework;</p> <p>b. Support the achievement of Ports of National Significance Tier 1 status for the Ports of Waterford and Rosslare Europort</p> <p>c. Strengthen and develop the strategic regional economic role of other regional fishery harbours, ports and harbours;</p> <p>d. Support the export, fisheries, marine tourism and marine economy potential of port and harbour assets in the Southern Region as listed in Table 6.2 and support investment in the transition to smart technologies of port and harbour assets.</p> <p>e. Support the sustainable development of the 9 no. strategic development locations adjoining sheltered deep-water in line with the recommendations of the SIFP for the Shannon Estuary and subject to the implementation of mitigation measures outlined in the SEA and AA undertaken on the SIFP.</p> <p>f. Development proposals will be subject to environmental assessment, implementation of mitigation measures outlined in applicable SEAs and AAs and feasibility studies to establish that any expansions can be achieved without adverse effects on any European sites and within the carrying capacity of the receiving environment of the ports</p> | <p>As per previous assessment; 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> |
| RPO 145 (former RPO 140) Regional Ports and Harbour Strategy | <p>To develop a RSES Regional Ports and Harbour Strategy in consultation with the Department of Transport, Tourism and Sports, Local Authorities, port authorities and other relevant stakeholders</p> | <p>To support the development of a develop a Ports and Harbour Strategy for the Southern Region to be prepared by the relevant stakeholders through in consultation with the Department of Transport, Tourism and Sports, Local Authorities, port authorities, TII, NTA and other relevant stakeholders. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Ports and Harbour Strategy for the Southern Region and the appropriate timescale for its preparation.</p> | <p>As per previous assessment; 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>Ports and Harbour Strategy for the Southern Region</p> <p>It is an objective to support the development of a Ports and Harbour Strategy for the Southern Region to be prepared by the relevant stakeholders through consultation with the Department of Transport, Tourism and Sports, Local Authorities, port authorities, TII, NTA and other relevant stakeholders. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Ports and Harbour Strategy for the Southern Region and the appropriate timescale for its preparation. The requirements for a Strategic Environmental Assessment and Appropriate Assessment shall be considered, as appropriate, in relation to a Ports and Harbour Strategy for the Southern Region.</p> | <p>Changes are welcome.</p> <p>As per previous assessment; 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> |
| RPO 146 (former RPO 141) High Quality International Connectivity - Ports | <p>To achieve NSO: High Quality International Connectivity, the following port development actions are identified (subject to required appraisal, planning and environmental assessment processes) while ensuring the protection of sensitive natural environments and the protection of natura sites, the protection of other harbour interests including recreation, tourism and residential amenity:</p> <ul style="list-style-type: none"> Continued development and improvement of ports by the relevant responsible commercial State-Owned Enterprises consistent with sectoral priorities defined through National Ports Policy; Continued support for capital infrastructure projects in the Port of Cork's Strategic Development Plan including redevelopment of existing port facilities in Ringaskiddy and preparing City Docks and Tivoli for future regeneration; Continued support for the capital infrastructure projects in the Shannon-Foyes Port Company Infrastructure Development Programme including capacity extension works; Continued support for Rosslare Europort and Port of Waterford to maintain and strengthen linkages with EU markets; Strategic Review of Rosslare Europort; Strengthening and maintaining access to ports through enhanced transport networks and improved journey times including support for M11 and N80 improved connectivity to Rosslare, N28 Cork to Ringaskiddy Road and N21/N69 Limerick to Adare to Foyes; Investment in maritime services programmes to support aids to navigation, Coast Guards and pollution prevention activities. | <p>To achieve NSO: High Quality International Connectivity, the following port development actions are identified (subject to required appraisal, planning and environmental assessment processes and implementation of mitigation measures outlined in applicable SEAs and AAs) while ensuring the protection of sensitive natural environments and the protection of natura sites, the protection of other harbour interests including recreation, tourism and residential amenity:</p> <ul style="list-style-type: none"> Continued development and improvement of ports by the relevant responsible commercial State-Owned Enterprises consistent with sectoral priorities defined through National Ports Policy; Continued support for capital infrastructure projects in the Port of Cork's Strategic Development Plan including redevelopment of existing port facilities in Ringaskiddy and preparing City Docks and Tivoli for future regeneration; Continued support for the capital infrastructure projects in the Shannon-Foyes Port Company Infrastructure Development Programme including capacity extension works, infrastructure investment towards deep water berthage on Foyes Island and off shore resources. Continued support for Rosslare Europort and Port of Waterford to maintain and strengthen linkages with EU markets; Strategic Review of Rosslare Europort; Strengthening and maintaining access to ports through enhanced transport networks and improved journey times including support for M11 and N80 improved connectivity to Rosslare, N28 Cork to Ringaskiddy Road and N21/N69 Limerick to Adare to Foyes; Investment in maritime services programmes to support aids to navigation, Coast Guards and pollution prevention activities. | <p>The amendment includes for infrastructure investment in deep water berthage on Foyes Island offshore resources as identified in the Shannon-Foyes Port Company Infrastructure Development Programme.</p> <p>Foyes Island lies within River Shannon and River Fergus Estuaries SPA and the Lower River Shannon SAC and therefore is located in a highly ecological sensitive area. Any development of infrastructure in this area would need to consider potential impacts on these sites in line with the Habitats Directive. Furthermore, any mitigation measures outlined as part of the SEA and AA of relevant plans such as the SFPC Masterplan should be implemented.</p> | <p>It is an objective to achieve NSO: High Quality International Connectivity, the following port development actions are identified, subject to required appraisal, planning and environmental assessment processes and implementation of mitigation measures outlined in applicable SEAs and AAs, while ensuring the protection of sensitive natural environments and the protection of natura sites, the protection of other harbour interests including recreation, tourism and residential amenity:</p> <ul style="list-style-type: none"> Continued development and improvement of ports by the relevant responsible commercial State-Owned Enterprises consistent with sectoral priorities defined through National Ports Policy; Continued support for capital infrastructure projects in the Port of Cork's Strategic Development Plan including redevelopment of existing port facilities in Ringaskiddy and preparing City Docks and Tivoli for future regeneration; Continued support for the capital infrastructure projects in the Shannon-Foyes Port Company Infrastructure Development Programme including capacity extension works and infrastructure investment towards deep water berthage on Foyes Island and offshore resources. Continued support for Rosslare Europort and Port of Waterford (including the port's strategic plan and Port of Waterford Corporate Plans subject to the implementation of mitigation measures outlined in applicable SEAs and AAs) to maintain and strengthen linkages with EU markets; Strategic Review of Rosslare Europort; Strengthening and maintaining access to ports through enhanced transport networks and improved journey times including support for M11 and N80 improved connectivity to Rosslare, N28 Cork to Ringaskiddy Road and N21/N69 (Foyes to Limerick Road Scheme including Adare bypass); Investment in maritime services programmes to support aids to navigation, Coast Guards and pollution prevention activities. | <p>Changes are welcome.</p> <p>As per previous assessment; 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> |
| RPO 149 (former RPO 144) Regional Airport Strategy | <p>Develop a RSES Regional Airport Strategy in consultation with the Department of Transport, Tourism and Sports, Local Authorities, Airport Authorities and other relevant stakeholders in the Southern Region.</p> | <p>To support the development of a Airport Strategy for the Southern Region to be prepared by the relevant stakeholders through consultation with the Department of Transport, Tourism and Sports, Local Authorities, Airport Authorities, TII, NTA and other relevant stakeholders in the Southern Region. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Airport Strategy for the Southern Region and the timescale for its preparation.</p> | <p>As per previous assessment; 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 recommended that the RSES Regional Airport Strategy be subject to environmental assessments to encourage integrated land use planning and environmental protection.</p> | <p>It is an objective to support the development of an Airport Strategy for the Southern Region to be prepared by the relevant stakeholders through consultation with the Department of Transport, Tourism and Sports, Local Authorities, Airport Authorities, TII, NTA and other relevant stakeholders in the Southern Region. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Airport Strategy for the Southern Region and the timescale for its preparation. The requirements for a Strategic Environmental Assessment and Appropriate Assessment shall be considered, as appropriate, in relation to a Ports and Harbour Strategy for the Southern Region.</p> | <p>Changes are welcome.</p> <p>As per previous assessment; 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> |

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| <p>RPO 150 (former RPO 146) High Quality International Connectivity – Airports</p> | <p>To achieve NSO: High Quality International Connectivity, the following airport development actions for the Region are identified subject to required appraisal, planning and environmental assessment processes:</p> <p>a. Continued development and improvement of enterprise assets, access infrastructure, airport infrastructure and services at Cork and Shannon Airports by the relevant responsible commercial State-Owned Enterprises as key economic drivers, national tourism and national business gateways consistent with sectoral priorities defined through National Aviation Policy;</p> <p>b. Continued exchequer support for smaller regional airports under the Regional Airports Programme for Waterford and Kerry Airports and develop their potential as key tourism and business gateways for their regions as a complement to the services provided by the region's national airport gateways of Cork and Shannon.</p> | <p>To achieve NSO: High Quality International Connectivity, the following airport development actions for the Region are identified subject to required appraisal, planning and environmental assessment processes:</p> <p>a. Continued development and improvement of enterprise assets, access infrastructure, airport infrastructure and services at Cork and Shannon Airports by the relevant responsible commercial State-Owned Enterprises as key economic drivers, national tourism and national business gateways consistent with sectoral priorities defined through National Aviation Policy;</p> <p>b. Continued support for improved international connectivity through the role of our region's airport assets, support for the sustainable development of infrastructures and the safeguarding of safety zones.</p> <p>c. Support for continued exchequer assistance for regional airports under the Regional Airports Programme, support the role of Waterford Airport and Kerry Airport and develop their potential as key tourism and business gateways for their regions as a complement to the services provided by the region's national airport gateways of Cork and Shannon.</p> <p>d. Support strategic route development for airports outside of Dublin (such as Public Service Obligations) and support extension of Regional Airports Programme.</p> <p>e. Seek strengthened sustainable multi-modal transport access to airports.</p> | <p>The amendments to this RPO support improved international connectivity of the region's airports, support for the Regional Airports Programme (which includes Kerry and Waterford airports) and the strengthened multi-modal transport access to airports. This is positive for PHH and MA, but has potential to impact on BFF and W due to proximity of surrounding European Sites.</p> <p>There is no change to the assessments regarding the potential impacts arising from the development of regional airports. The inclusion of e) is positive on CF and AQ as it seeks sustainable transport access and thereby should reduce our reliance on fossil fuels.</p> <p>It is noted that the inclusion of new RPO H 'Low Carbon International Connectivity' along with RPO 144, which seeks a regional airport strategy, also support a greener future for the airport sectors.</p> <p>All development proposals arising from this objective should be subject to an environmental assessment including any airport masterplans to better inform land use planning and environmental protection in the region.</p> | <p>It is an objective to achieve NSO: High Quality International Connectivity, the following airport development actions for the Region are identified subject to required appraisal, planning and environmental assessment processes:</p> <p>a. Continued sustainable development and improvement of enterprise assets, access infrastructure, airport infrastructure and services at Cork Airport and Shannon International Airport by the relevant responsible commercial State-Owned Enterprises as key economic drivers, national tourism and national business gateways consistent with sectoral priorities defined through National Aviation Policy;</p> <p>b. Continued support for improved international connectivity through the role of our region's airport assets, support for the sustainable development of infrastructures taking into consideration Airport Public Safety Zones and the findings of the ERM Report "Public Safety Zones, 2005" along with general Airport Safeguarding and in particular the Obstacles to aircraft in flight Order, 2005 (S.I.No. 215/2005) and EASA Regulation (EU) No 139/2014.</p> <p>c. Support for continued exchequer assistance for regional airports under the Regional Airports Programme, support the role of Waterford Airport and Kerry Airport and develop their potential as key tourism and business gateways for their regions as a complement to the services provided by the region's national airport gateways of Cork Airport and Shannon International Airport.</p> <p>d. Support strategic route development for airports outside of Dublin and support extension of Regional Airports Programme to all airports under 3 million passengers as permissible under EU guidelines.</p> <p>e. Seek strengthened sustainable multi-modal inter-regional and intra-regional transport access to/from airports.</p> <p>f. Support sustainable innovative policies to boost the economic role of regional airports including through marketing partnerships with airlines, hotels, attractions and other hospitality and tourism sector stakeholders</p> | <p>Changes in objective previously flagged in excel 26-11-19, 3-12-19 & 6-12-19</p> |
| <p>RPO 151 (former RPO 146) Integration of land use and transport integration</p> | <p>The following principles of land use and transport integration will guide development:</p> <ul style="list-style-type: none"> For urban-generated development, the development of lands, within or contiguous with existing urban areas should be prioritised over development in less accessible locations; To the extent practicable, residential development should be carried out sequentially, whereby lands which are, or will be, most accessible by walking, cycling and public transport – including infill and brownfield sites – are prioritised; Larger scale, trip intensive developments, such as offices and retail, should primarily be focused into central locations; New employment and residential development should be consolidated in a manner which renders it serviceable by public transport and accessible, at the local level, by walking, cycling and public transport. Within the Metropolitan Areas of Cork, Limerick and Waterford, except in limited planned circumstances, trip intensive developments or significant levels of development should not occur in locations not well served by existing or proposed high capacity public transport; Land use development in smaller rural towns shall optimise public transport and sustainable travel integration within settlements. Public transport interchange should be facilitated to encourage modal shift to public transport and sustainable travel between settlements and on approach to settlements. The strategic transport function of national roads should be maintained and protected in accordance with national policy; All non-residential development proposals should be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift; In locations where the highest intensity of development occurs, an approach that caps car parking on an area-wide basis should be applied; Infrastructure for Electric Vehicles should be integrated into developments; The protection of the Natura 2000 networks and the ecological linkages connected to the Natura 2000 network. | <p>Title change: Integration of Land Use and Transport Integration</p> <p>The following principles of land use and transport integration will guide development:</p> <ul style="list-style-type: none"> For urban-generated development, the development of lands, within or contiguous with the existing urban areas should shall be prioritised over development in less accessible locations; To the extent practicable, Residential development should shall be carried out sequentially, whereby lands which are, or will be, most accessible by walking, cycling and public transport – including infill and brownfield sites – are prioritised; Larger scale, trip intensive developments, such as offices and retail, shall be should primarily focused into central locations highly accessible by sustainable transport modes; New employment and residential development should shall be consolidated and intensified in a manner which renders it serviceable by public transport and ensures that it is highly accessible, at the local level, by walking, cycling and public transport. Within the Metropolitan Areas of Cork, Limerick and Waterford, except in limited planned circumstances, trip intensive developments or significant levels of development are should not to occur in locations which are not well served by existing high capacity or an approved proposed high capacity public transport scheme that will be operational on commissioning of that development; Land use development in smaller rural towns shall shall optimise public transport and sustainable travel integration within settlements. Public transport interchange should shall be facilitated to encourage modal shift to public transport and sustainable travel between settlements and on approach to settlements. The strategic transport function of national roads shall should be maintained and protected in accordance with national policy; All non-residential development proposals shall should be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift; In locations where the highest intensity of development occurs, an approach that caps car parking on an area-wide basis shall should be applied; Infrastructure for Electric Vehicles shall should be integrated into developments; The design of all roads and streets within the urban areas, including suburbs, towns and villages within the 60 kph zone shall be as per the Design Manual for Urban Roads and Streets (2013), being the designated appropriate road design standards for such locations. The protection of the Natura 2000 networks and the ecological linkages connected to the Natura 2000 network. | <p>Proposed changes are welcome from an environmental perspective. As per previous assessment; 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>Integration of Land Use and Transport</p> <p>The following principles of land use and transport integration will guide development:</p> <ul style="list-style-type: none"> For urban-generated development, the development of lands, within or contiguous with the existing urban areas will be prioritised over development in less accessible locations; Residential development will be carried out sequentially, whereby lands which are, or will be, most accessible by walking, cycling and public transport – including infill and brownfield sites – are prioritised; Larger scale, trip intensive developments, such as offices and retail, will be focused into central locations highly accessible by sustainable transport modes; New employment and residential development will be consolidated and intensified in a manner which renders it serviceable by public transport and ensures that it is highly accessible, by walking, cycling and public transport. Within the Metropolitan Areas of Cork, Limerick and Waterford, except in limited planned circumstances, trip intensive developments or significant levels of development will not occur in locations which are not well served by existing or proposed high capacity public transport; Land use development in smaller rural towns will optimise public transport and sustainable travel integration within settlements. Public transport interchange will be facilitated to encourage modal shift to public transport and sustainable travel between settlements and on approach to settlements. The strategic transport function of national roads will be maintained and protected in accordance with national policy; All non-residential development proposals will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift; In locations where the highest intensity of development occurs, an approach that caps car parking on an area-wide basis will be applied; Infrastructure for Electric Vehicles will be integrated into developments; The design of all roads and streets within the urban areas, including suburbs, towns and villages within the 60 kph zone shall be as per the Design Manual for Urban Roads and Streets, being the designated appropriate road design standards for such locations. The protection of the Natura 2000 networks and the ecological linkages connected to the Natura 2000 network. | <p>As per previous assessment; 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>RPO 152 (former RPO 147) Local Planning Objectives</p> | <p>The following planning objectives shall be incorporated into County Development Plans, Local Area Plans and Strategic Development Zone Planning Schemes:</p> <ul style="list-style-type: none"> The management of space in town and village centres should deliver a high level of priority and permeability for walking, cycling and public transport modes to create accessible, attractive, vibrant and safe, places to work, live, shop and engage in community life; Measures to facilitate the complementary use of private car, through appropriate local traffic management including the siting of destination car-parking, is central to achieving the correct balance of modal use; Planning at the local level should prioritise walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services, and other services at the local level such as schools; New development areas should be permeable for walking and cycling and the retrospective implementation of walking and cycling facilities should be undertaken where practicable in existing neighbourhoods, to a give competitive advantage to these modes; Where possible, developments should provide for filtered permeability. This would provide for walking, cycling, public transport and private vehicle access but at the same time would restrict or discourage private car through trips; To the extent practicable, proposals for right of way extinguishments should only be considered where these do not result in more circuitous trips for residents accessing public transport, or local destinations; Cycle parking should be appropriately designed into the urban realm and new developments at an early stage to ensure that adequate cycle parking facilities are provided; and For all major employment developments and all schools, travel plans should be conditioned as part of planning permissions and be carried out in a manner consistent with published NTA guidance. | <p>The following planning objectives shall shall be incorporated into County Development Plans, Local Area Plans and Strategic Development Zone Planning Schemes:</p> <ul style="list-style-type: none"> The management of space in urban areas, including suburbs, towns and villages shall in town and village centres should deliver a high level of priority and permeability for walking, cycling and public transport modes, increasing with place context value as per the provisions of the Design Manual for Roads and Streets (2013), to create accessible, attractive, vibrant and safe, places to work, live, shop and engage in community life; Measures to facilitate the complementary use of private car, through appropriate local traffic management including the siting of destination car-parking, is central to achieving the correct balance of modal use; Planning at the local level shall should prioritise walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services, and other services at the local level such as schools; New development areas shall should be permeable for walking and cycling and the retrospective implementation of walking and cycling facilities shall should be undertaken where practicable in existing neighbourhoods, to a give competitive advantage to these modes; Where possible, developments shall should provide for filtered permeability. This would provide for walking, cycling, public transport and private vehicle access but at the same time would restrict or discourage private car through trips; To the extent practicable, proposals for right of way extinguishments shall should only be considered where these do not result in more circuitous trips for residents accessing public transport, or local destinations; Cycle parking shall should be appropriately designed into the urban realm and new developments at an early stage to ensure that adequate cycle parking facilities are provided. Cycle parking design shall provide different standards for different use groups including residents, employees, customers and visitors; and For all major employment developments and all schools, travel plans with a strong emphasis on sustainable travel modes shall should be conditioned as part of planning permissions and be carried out in a manner consistent with published NTA guidance. | <p>Proposed changes are welcome from an environmental perspective. As per previous assessment; 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 an objective to</p> <ul style="list-style-type: none"> Deliver a high level of priority and permeability for walking, cycling and public transport modes, increasing with place context value as per the provisions of the Design Manual for Roads and Streets, to create accessible, attractive, vibrant and safe, places to work, live, shop and engage in community life; Measures to facilitate the complementary use of private car, through appropriate local traffic management including the siting of destination car-parking, is central to achieving the correct balance of modal use; Planning at the local level will prioritise walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services, and other services at the local level such as schools; New development areas will be permeable for walking and cycling and the retrospective implementation of walking and cycling facilities shall be undertaken where practicable in existing neighbourhoods, to a give competitive advantage to these modes; Where possible, developments will provide for filtered permeability. This will provide for walking, cycling, public transport and private vehicle access but at the same time will restrict or discourage private car through trips; To the extent practicable, proposals for right of way extinguishments will only be considered where these do not result in more circuitous trips for residents accessing public transport, or local destinations; Cycle parking will be appropriately designed into the urban realm and new developments at an early stage to ensure that adequate cycle parking facilities are provided and designed in accordance with cycle parking design guidelines; and For all major employment developments and all schools, travel plans with a strong emphasis on sustainable travel modes will be conditioned as part of planning permissions and be carried out in a manner consistent with published NTA guidance. Where space or other constraints prevent the full implementation of the provisions of the Design Manual for Roads and Streets, local authorities should be allowed to make their best reasonable efforts in the interests of providing accessibility for pedestrians and cyclists where inability to fulfil the requirements of the manual might otherwise mean that no accessibility improvement at all could be achieved. Support engagement with representatives of disability rights associations by local authorities when planning accessibility works to ensure that the perspective of vulnerable road users is taken into account. | <p>As per previous assessment; 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>RPO 156 (former RPO 151) Steady State Investment</p> | <p>To strengthen Steady State Investment in our existing regional transport networks to ensure that existing networks are maintained to a high level to ensure quality levels of safety, service, accessibility and connectivity to transport users.</p> | <p>To strengthen Steady State Investment in our existing regional transport networks to ensure that existing networks are maintained to a high level to ensure quality levels of safety, service, accessibility and connectivity to transport users of all transport modes.</p> | | <p>It is an objective to strengthen Steady State Investment in our existing regional transport networks to ensure that existing networks are maintained to a high level to ensure quality levels of safety, service, accessibility and connectivity to transport users of all transport modes.</p> | <p>As per previous assessment; 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> |

| RPO Number and Title | Draft RSES 18-12-18 | Material Amendments for Public Consultation 12th Sep-11th Oct 2019 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES | Final RSES 31-1-2020 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES |
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| RPO 157 (former RPO 152): Local Transport Plans (LTP) | <ul style="list-style-type: none"> LTPs will be prepared for the key settlements by Local Authorities, based on the Area Based Transport Assessment (ABTA) guidance produced by NTA and TII and will be focused on, but not limited to, Key Towns as designated in the RSES and other towns as identified by Local Authorities, including towns in metropolitan areas as a complement to Metropolitan Area Transport Strategies and certain other development areas identified within the metropolitan areas of Cork, Limerick and Waterford; LTPs will be subject to further environmental assessment at local level as part of the Local area plan process; LTPs will take into consideration the DTTAS National Policy Framework for Alternative Fuels Infrastructure for Transport 2017-2030; LTPs shall include provision for infrastructure for electric vehicles; Local Link Offices, (Transport Co-Ordination Units) will be consulted in the development of Local Transport Plans. | <ul style="list-style-type: none"> LTPs will be prepared for the key settlements by Local Authorities, based on the Area Based Transport Assessment (ABTA) guidance produced by NTA and TII and will be focused on, but not limited to, Key Towns as designated in the RSES and other towns as identified by Local Authorities, including towns in metropolitan areas as a complement to Metropolitan Area Transport Strategies and certain other development areas identified within the metropolitan areas of Cork, Limerick Shannon and Waterford; LTPs will: Maximise the opportunities for the integration of land use and transport planning; Assess the existing traffic, transport and movement conditions within the plan area and in its wider context Plan for the efficient movement of people, goods and services within, to and from the Plan area; Identify the extent to which estimated transport demand associated with local development objectives can be supported and managed on the basis of existing transport assets; and Identify the transport interventions required within the plan area and in the wider context, to effectively accommodate the anticipated increase in demand. LTPs will be subject to further environmental assessment at local level as part of the Local area plan process; LTPs will take into consideration the DTTAS National Policy Framework for Alternative Fuels Infrastructure for Transport 2017-2030; LTPs shall include provision for infrastructure for electric vehicles; Local Link Offices, (Transport Co-Ordination Units) will be consulted in the development of Local Transport Plans. | Proposed changes are welcome from an environmental perspective. As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | <ul style="list-style-type: none"> LTPs will be prepared for the key settlements by Local Authorities, based on the Area Based Transport Assessment (ABTA) guidance produced by NTA and TII and will be focused on, but not limited to, Key Towns as designated in the RSES and other towns as identified by Local Authorities, including towns in metropolitan areas as a complement to Metropolitan Area Transport Strategies and certain other development areas identified within the metropolitan areas of Cork, Limerick Shannon and Waterford; LTPs will: Maximise the opportunities for the integration of land use and transport planning; Assess the existing traffic, transport and movement conditions within the plan area and in its wider context Plan for the efficient and sustainable movement of people, goods and services within, to and from the Plan area; Identify the extent to which estimated transport demand associated with local development objectives can be supported and managed on the basis of existing transport assets; and Identify the transport interventions required within the plan area and in the wider context, to effectively accommodate the anticipated increase in demand. Prioritise the delivery of sustainable and active travel infrastructure. Plan and target actions for modal shift to sustainable transport modes to facilitate a modal shift away from car dependence. Plan and target actions to retrofit permeability for green modes (walking and cycling) LTPs shall include the perspectives of vulnerable road users (e.g. wheelchair users) to be taken into account in respect of LTP's. LTPs shall be subject to further environmental assessment at local level as part of the Local area plan process; LTPs shall take into consideration the DTTAS National Policy Framework for Alternative Fuels Infrastructure for Transport 2017-2030; LTPs shall include provision for infrastructure for electric vehicles; Local Link Offices, (Transport Co-Ordination Units) will be consulted in the development of Local Transport Plans. | The changes will have positive effects on PHH and CH. As per previous assessment; 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 160 (former RPO 155) Smart and Sustainable Mobility | <ul style="list-style-type: none"> To deliver on NSO: Sustainable Mobility subject to the required appraisal, planning and environmental assessment processes. This includes the following sustainable mobility investment actions: Support Steady State investment to maintain and upgrade the existing road, rail and bus networks to provide a quality service to transport users; Support initiatives under the Department of Transport, Tourism and Sport to reduce congestion in our region's cities and enhance sustainable travel options through Smarter Travel projects that include traffic management, bus priority, urban cycling and urban walking routes; Continued investment in bus and rail fleets; Reduction in the use of fossil fuels for public transport and increasing use of technology and green energy sources to pursue low emission public transport fleets; Delivery of the Bus Connects programme for Cork, Limerick and Waterford metropolitan areas including associated customer services and facilities; Development of strategic park and ride sites and customer facilities; and Delivery of comprehensive cycling and walking networks with an emphasis on Cork Limerick and Waterford metropolitan areas | <ul style="list-style-type: none"> Retitle: Smart and Sustainable Mobility To deliver on NSO: Sustainable Mobility subject to the required appraisal, planning and environmental assessment processes. This includes the following sustainable mobility investment actions: Seek investment in initiatives that leverage intelligent transport systems and smart transport services, which would include real time information for all public transport systems. Recognise the importance of public transport networks and multi-modal interchange. Support Steady State investment to maintain and upgrade the existing road, rail and bus networks to provide a quality service to transport users; Support initiatives under the Department of Transport, Tourism and Sport to reduce congestion in our region's cities primarily by enhancing and enhance sustainable travel options through Smarter Travel projects that include traffic management, bus priority, urban cycling and urban walking routes; Continued investment in bus and rail fleets; Reduction in the use of fossil fuels for public transport and increasing use of technology and green energy sources to pursue low emission public transport fleets; Delivery of the strategic bus network programme for Cork, Limerick and Waterford metropolitan areas including associated customer services and facilities; Development of strategic park and ride sites and customer facilities; and Investments to facilitate multi-modal travel including park and ride and multi-modal travel Delivery of comprehensive cycling and walking networks with an emphasis on Cork Limerick-Shannon and Waterford metropolitan areas Support and investigate the feasibility of sustainable water transportation services for Cork Harbour, Shannon Estuary and Waterford Harbour. | The RPO has been broadened to include support for smart transport systems, multi modal travel systems and the sustainable development for water transportation services in Cork, Limerick and Waterford. Encouragement of sustainable mobility patterns has the potential for direct positive impacts for PHH and MA in the short, medium and long term. Furthermore indirect impacts are anticipated for CF, AQ, HH where policy encourages more efficient use of alternatives to private car use. As previously recognised the development of linear infrastructure and supporting site based infrastructure such as interchange facilities has the potential to negatively impact on the environment and as such requires to be supported by route selection and environmental assessments. The inclusion of the sustainable development of water transportation also has the potential to impact on BFF and W as a result of pollution, noise disturbance, spread of invasive species and impacts associated with supporting infrastructure and as such should be subject first to feasibility assessment and where feasible the outcome of the consent process and environmental assessment. All three harbours are located with or adjacent to European Sites and therefore potential impacts on such sites would require consideration | <ul style="list-style-type: none"> It is an objective to deliver on NSO: Sustainable Mobility subject to the required appraisal, planning and environmental assessment processes. This includes the following sustainable mobility investment actions: Seek investment in initiatives that leverage intelligent transport systems and smart transport services, which would include real time information for all transport systems. Recognise the importance of public transport networks and multi-modal interchange Support Steady State investment to maintain and upgrade the existing road, rail and bus networks to provide a quality service to transport users; Support initiatives under the Department of Transport, Tourism and Sport to reduce congestion in our region's cities primarily by enhancing sustainable travel options through Smarter Travel projects that include traffic management, bus priority, urban cycling and urban walking routes; Continued investment in bus and rail fleets; Reduction in the use of fossil fuels for public transport and increasing use of technology and green energy sources to pursue low emission public transport fleets; Delivery of the strategic bus network programmes for Cork, Limerick Shannon and Waterford metropolitan areas (initiatives identified as Bus Connects in the NDP) including associated customer services and facilities; Investments to facilitate park-and-ride and multi-modal travel Delivery of sustainable comprehensive cycling and walking networks with an emphasis on Cork, Limerick Shannon and Waterford metropolitan areas; and Support and investigate the feasibility of sustainable water transportation services for Cork Harbour, Shannon Estuary and Waterford Harbour. | As per previous assessment; 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 161 (new from MA Stage former RPO J) Smart Mobility | | To support the transformative potential of E- Mobility, autonomous vehicles, Mobility as a Service transport solutions and other emerging innovations in the transport and mobility sector through transport planning at regional, metropolitan and local level. Seek investment in actions and initiatives that position the region as a leader in the digital transformation of transportation, E-Mobility and sustainable mobility. | This is broadly positive in principle, particularly having long-term direct positive impacts for MA, PHH, AQ and CF. Any infrastructural developments arising, should be subject to required appraisal, planning and environmental assessment processes for sustainable transport infrastructure development. | It is an objective to support the transformative potential of E- Mobility, autonomous vehicles, Mobility as a Service transport solutions and other emerging innovations in the transport and mobility sector through transport planning at regional, metropolitan and local level. Seek investment in actions and initiatives that position the region as a leader in the digital transformation of transportation, E-Mobility and sustainable mobility. | No change. |
| RPO 162 (new from MA stage former RPO K) Multi Modal Travel Integration | <ul style="list-style-type: none"> To deliver on sustainable mobility, investment is sought in infrastructure to provide for integration between all modes of transport to support the use of sustainable travel choices. Further details will be developed and progressed through Metropolitan Area Transport Plans, Local Transport Plans, in City/County Development Plans, Local Area Plans and SDZ's. Options to consider include: Bike and Ride facilities Park and Cycle facilities Park and Car Pool facilities Public bicycle sharing facilities Car sharing (GoCar type) Integration of cycling and public transport Carriage of bicycles on trains and (selected) buses Integrated ticketing to include bike and car sharing | <ul style="list-style-type: none"> The policy is broadly positive for PHH, MA, AQ and CF in terms of facilitating connectivity and travel modal mix and by ensuring there is support for real world transport options that reduce dependency on low occupancy private car use. As with investment in any infrastructure, the construction of any transport option has inherent potential for negative impacts on BFF, CH, Lands, LS and W in particular as a result of short-term temporary construction-related impacts and longer-term permanent operational impacts, namely through habitat loss, species loss/disturbance and long-term emissions to air, soil and water. There is also potential for permanent loss of greenfield. The planning of such chains through Metropolitan Area Transport Plans, Local Transport Plans, in City/County Development Plans, Local Area Plans and SDZ's must be subject to SEA/ AA/ FRA . The construction and operational impacts arising from any transport proposals must be subject to robust feasibility, route/site selection, appropriate environmental assessment (EIA, AA EclA and FRA), and the planning process at the project level. | <ul style="list-style-type: none"> The policy is broadly positive for PHH, MA, AQ and CF in terms of facilitating connectivity and travel modal mix and by ensuring there is support for real world transport options that reduce dependency on low occupancy private car use. As with investment in any infrastructure, the construction of any transport option has inherent potential for negative impacts on BFF, CH, Lands, LS and W in particular as a result of short-term temporary construction-related impacts and longer-term permanent operational impacts, namely through habitat loss, species loss/disturbance and long-term emissions to air, soil and water. There is also potential for permanent loss of greenfield. The planning of such chains through Metropolitan Area Transport Plans, Local Transport Plans, in City/County Development Plans, Local Area Plans and SDZ's must be subject to SEA/ AA/ FRA . The construction and operational impacts arising from any transport proposals must be subject to robust feasibility, route/site selection, appropriate environmental assessment (EIA, AA EclA and FRA), and the planning process at the project level. | <ul style="list-style-type: none"> It is an objective to deliver on sustainable mobility, investment is sought in infrastructure to provide for integration between all modes of transport to support the use of sustainable travel choices. Further details will be developed and progressed through Metropolitan Area Transport Plans, Local Transport Plans, in City/County Development Plans, Local Area Plans and SDZ's. Options to consider include: Bike and Ride facilities Park and Cycle facilities Park and Car Pool facilities Public bicycle sharing facilities Car sharing (GoCar type) Integration of cycling and public transport Carriage of bicycles on trains and (selected) buses Integrated ticketing to include bike and car sharing Integrated ticketing/cards across bike sharing, bus use, train use and car sharing Investigate the feasibility of Mobility Hubs for major developments or multi-developments sharing the facility. The feasibility of e-scooter schemes. | As per previous assessment; 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 163 (new RPO from MA stage former RPO L) Sustainable Mobility Targets | | <ul style="list-style-type: none"> (a): Through effective integration of land-use and transport planning, implementation of RPOs in the RSES and MASPs and actions driven through Development Plan, Local Area Plan, Metropolitan Area Transport Strategies and Local Transport Plans, significant progress is sought for the Southern Region to reduce the modal share of private car travel and increase the modal share of travel by walking, cycling, public transport and car sharing (b): Support the function of Metropolitan Area Transport Strategies and Local Transport Plans to achieve higher rates of modal shift to sustainable transport. (c): National Smarter Travel Targets are supported which seek to achieve a reduction of work-related commuting by private car to 45% of modal share by 2020 and commuting by walking, cycling, public transport and car sharing to 55% of modal share by 2020. (d): Targets identified across Development Plans, Local Area Plans, Metropolitan Area Transport Strategies and Local Transport Plans shall be informed by an evidence base of existing performance and will include the identification of actions to help achieve higher performance in modal shift to sustainable mobility. Targets will be reviewed and strengthened for a higher performance continually through effective implementation and monitoring. | <ul style="list-style-type: none"> This new objective is directly positive for CF and AQ and indirectly positive for PH, BFF and W. It is similar to RPO 155 on 'sustainable mobility'. The new RPO proposes to set out measurable targets that will be monitored and reviewed. Any identified actions to help achieve higher performances in modal shift to sustainable mobility will require feasibility and environmental assessment to ensure potential for negative effects are avoided or minimised. | <ul style="list-style-type: none"> It is an objective that: (a): Through effective integration of land-use and transport planning, implementation of RPOs in the RSES and MASPs and actions driven through Development Plan, Local Area Plan, Metropolitan Area Transport Strategies and Local Transport Plans, significant progress is sought for the Southern Region to reduce the modal share of private car travel and increase the modal share of travel by walking, cycling, public transport and car sharing (b): Support the function of Metropolitan Area Transport Strategies and Local Transport Plans to achieve higher rates of modal shift to sustainable transport. (c): National Smarter Travel Targets are supported which seek to achieve a reduction of work-related commuting by private car to 45% of modal share by 2020 and commuting by walking, cycling, public transport and car sharing to 55% of modal share by 2020. Such targets are nationwide average targets and higher achievement under lower tiered plans such as for metropolitan areas are supported. (d): Targets identified across Development Plans, Local Area Plans, Metropolitan Area Transport Strategies and Local Transport Plans shall be informed by an evidence base of existing performance and will include the identification of actions to help achieve higher performance in modal shift to sustainable mobility. Targets will be reviewed and strengthened for a higher performance continually through effective implementation and monitoring. (e): Local Authorities to set complementary sustainable mobility targets in development plan reviews. (f): Greater emphasis should be placed on encouraging mixed use developments on regeneration sites within the city and suburbs through supportive development plan policies to encourage sustainable mobility trip patterns. | Changes are positive for PHH, AQ and CF. As per previous assessment; 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 166 (former RPO 158): Investment in Strategic Inter Regional Multi-Modal Connectivity to Metropolitan Areas and Economic Corridors | <ul style="list-style-type: none"> a. Achieve and maintain the sustainable development of infrastructure that strengthens the quality of inter-regional connectivity between the metropolitan areas of Cork, Limerick-Shannon and Waterford to each other and to other regions on the Atlantic Economic Corridor. b. Maintain the efficiency and safety of the existing national primary and secondary roads network by targeted transport demand and improvements. | <ul style="list-style-type: none"> a. Achieve and maintain the sustainable development of infrastructure that strengthens the quality of inter-regional connectivity between the metropolitan areas of Cork, Limerick-Shannon and Waterford to each other and to other regions on the Atlantic Economic Corridor, extended Dublin-Belfast Eastern Corridor and to ports and airports, subject to the required appraisal, planning and environmental assessment processes. b. Strengthen the quality of north to south Cork to Limerick (proposed M20 and Rail) connectivity, east to west Cork to Waterford (N25) connectivity and east to west Limerick to Waterford (potential upgrade of N24 to M24 and Rail) connectivity. c. Maintain the efficiency and safety of the existing national primary and secondary roads network by targeted transport demand management and infrastructure improvements. d. Facilities for sustainable transport are supported in strengthening the quality of inter-regional connectivity. | The amendments to this RPO serve to strengthen connectivity within the region through the road and rail network including sustainable transport links within urban areas. This is directly positive for PHH and MA. However, as already identified, the construction of any linear transport option has inherent potential for negative impacts on the environment and in particular on BFF, CH, Lands, LS and W. All associated development should be subject to the required appraisal, planning and environmental assessment processes. It is welcome to see the requirement for this noted in section a. | <ul style="list-style-type: none"> It is an objective to: a. Achieve and maintain the sustainable development of infrastructure that strengthens the quality of inter-regional connectivity between the metropolitan areas of Cork, Limerick-Shannon and Waterford to each other and to other regions on the Atlantic Economic Corridor, extended Dublin-Belfast Eastern Corridor and to ports and airports b. Strengthen the quality of Cork to Limerick connectivity (proposed M20 and Rail), Cork to Waterford connectivity (N25) and Limerick to Waterford connectivity (N24 Cahir to Limerick Junction and N24 Waterford to Cahir and rail) as identified in the NDP. c. Maintain the efficiency and safety of the existing national primary and secondary roads network by targeted transport demand management and infrastructure improvements. d. Facilities for sustainable transport are supported in strengthening the quality of inter-regional connectivity | As per previous assessment; 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>RPO 167 (former RPO 159): National Road Projects</p> | <p>The provision of the following National Road Projects to be delivered during the period up to 2027 to achieve NSO: Enhanced Regional Accessibility subject to the required appraisal, planning and environmental assessment processes:</p> <ul style="list-style-type: none"> M20 Cork to Limerick N8/N25 Dunkettle Interchange; N69 Listowel Bypass; N28 Cork to Ringaskiddy; N21/N69 Limerick to Adare to Foynes; N22 Ballyjourney to Macroom; N72/N73 Mallow Relief Road; N25 New Ross Bypass; M11 Gorey to Enniscorthy <p>The progression of the following National Road Projects at pre-appraisal stages to achieve NSO:</p> <p>Enhanced Regional Accessibility, subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes:</p> <ul style="list-style-type: none"> N11 Oligate to Rosslare; N21 Newcastle West Bypass; N21 Abbeyfeale By pass; N24 Cahir to Limerick Junction; N24 Waterford to Cahir; N25 Waterford to Glenmore; N25 Carrigtwohill to Middleton <p>The provision of the following Strategic Road Projects are supported by the RSES to achieve NSO International Connectivity NSO: Enhanced Regional Accessibility and NSO Sustainable Mobility, subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes:</p> <ul style="list-style-type: none"> Orbital road network improvements in the Cork Metropolitan Area Cork Northern Ring Road connecting N22 to the M8 (RSES supports the Cork Northern Ring connecting the N22 to M8 as a complementary scheme to the M20 as identified in the NDP) Maintenance and improvements on the N71, N72, N73, N86 Corridors. Upgrade and improve N24 Limerick to Waterford Corridor. Upgrade and improve the N80 Enniscorthy to Carlow, Portlaoise and the Midlands Upgrade and improve the N25 Waterford to Cork Maintain and improve the, N30, N77 and N78 <p>Refer to RSES Chapter 3 Key Towns for specific strategic relief road projects to enable the potential for sustainable growth, regeneration and enhanced active travel and public transport services to town centres in these settlements.</p> | <p>The provision of National Road Projects to be delivered during the period up to 2027 to achieve NSO: Enhanced Regional Accessibility subject to the required appraisal, planning and environmental assessment processes are supported. Under this RPO, where works to any part of the strategic road network are supported, the potential for improved sustainable transport shall be considered.</p> <p>Under this RPO, for identified strategic road network improvements not included in the current NDP for the period 2018-2027, RSES seeks that:</p> <ul style="list-style-type: none"> Government's current priorities remain in accordance with National Development Plan 2018-2027 priorities only. Improvements to national roads identified at a regional and local level shall be done in consultation with and subject to agreement with TII in accordance with current project appraisal, environment and planning procedures. DTTS/TII may not be responsible for the funding of any such schemes or improvements. <p>The following National Road Related Schemes and Projects under Project Ireland 2040 National Development Plan for National Roads are supported:</p> <p>M20 Cork to Limerick N8/N25 Dunkettle Interchange; N69 Listowel Bypass; N28 Cork to Ringaskiddy; N21/N69 Limerick to Adare to Foynes (including Adare By Pass); N22 Ballyjourney to Macroom; N72/N73 Mallow Relief Road; N25 New Ross Bypass; M11 Gorey to Enniscorthy</p> <p>The progression of the following National Road Projects at pre-appraisal stages to achieve NSO: Enhanced Regional Accessibility, subject to the required appraisal, planning and environmental assessment processes are supported:</p> <ul style="list-style-type: none"> N11 Oligate to Rosslare; N21 Newcastle West Bypass; N21 Abbeyfeale By pass; N24 Cahir to Limerick Junction; N24 Waterford to Cahir; N25 Waterford to Glenmore; N25 Carrigtwohill to Middleton <p>The provision of the following National Road Related Schemes and projects are also supported as strategic regional priorities to achieve NSO Enhanced Regional Accessibility subject to the recommendations of the three MASP's, the preparation of associated Metropolitan Area Transport Strategies and the preparation of Local Transport Plans for key settlements and other urban centres where applicable. These measures are also subject to robust feasibility studies and site/route selection to reduce impacts on the environment and required appraisal, planning and environmental processes:</p> <ul style="list-style-type: none"> Cork Northern Ring Road connecting the N22 to the M8 (a complementary scheme to the M20 identified in the NDP to be assessed as part of an overall transport strategy for the Cork Metropolitan Area. The outcome of the finalised CMATS is required to determine the nature and status of the scheme). Orbital road network improvements in the Cork Metropolitan Area. New or improved orbital routes on the northern and southern sides of Cork City city N27 Cork-Cork International Airport N40 Junction improvements at Curraheen for CSIP Improved road access between the N25 and Cobh (including R624 to Marino Point and Cobh). Limerick Southside Accessibility Project M20/M7 Interchange Limerick Northern Distributor Route (LNDRI) connect N18 to M7. Upgrade and improve the N24 Limerick to Waterford Corridor. New interchange M18 Quin Road Ennis Improvements N71, N72, N73, N86 Corridors N22 Farranfore-Killarney Bypass. M11/M25 from Oligate to Rosslare Improvements to N30 (including Clonroche By Pass) Upgrade N80 Enniscorthy to Carlow and Midlands N80-R448 Carlow Southern Relief Road Maintain and improve N77, N78 Upgrade and improve N29-access to Port of Waterford Belview. Upgrade N62 Horse and Jockey to Thurles, to connect with M7 and M8 N67/N85 Blakes Corner Ennistimon N85 Kilnamona Road Improvement Scheme <p>Refer to RSES Chapter 3 Key Towns for specific strategic relief road projects to enable the potential for sustainable growth, regeneration and enhanced active travel and public transport services to town centres in these settlements.</p> | <p>The proposed changes to the RPO clarify the scope and role for TII where projects fall outside of the NDP for the period 2018-2027. No additional environment impacts identified.</p> | <p>The provision of National Road Projects to be delivered during the period up to 2027 to achieve NSO: Enhanced Regional Accessibility subject to the required appraisal, planning and environmental assessment processes are supported. Under this RPO, where works to any part of the strategic road network are supported, the potential for improved sustainable transport shall be considered. The potential for nature-based design solutions for mitigation design shall be considered. Part (A) Projects Identified Under the NDP Including Pre-Appraisal Stages</p> <p>The following National Road Related Schemes and Projects under Project Ireland 2040 National Development Plan for National Roads are supported:</p> <ul style="list-style-type: none"> M20 Limerick to Cork Scheme N8/N25 Dunkettle Road Interchange; N69 Listowel bypass; N28 Cork to Ringaskiddy; N21/N69 Foynes to Limerick Road Scheme (including Adare bypass); N22 Ballyjourney to Macroom; N20 Mallow Relief Road; N25 New Ross Bypass; N11 Gorey to Enniscorthy including N30 link. N86 (Tralee to An Daingean). <p>The progression of the following National Road Projects at pre-appraisal stages to achieve NSO: Enhanced Regional Accessibility, subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes:</p> <ul style="list-style-type: none"> N11/N25 Oligate to Rosslare; N21 Newcastle West bypass; N21 Abbeyfeale bypass; N22 Farranfore to Killarney; N24 Waterford to Cahir/Cahir to Limerick Junction; N25 Waterford to Glenmore; N25 Carrigtwohill to Middleton <p>Part B Other Projects</p> <p>Under this RPO, for identified strategic road network improvements not included in the current NDP for the period 2018-2027, RSES seeks that:</p> <ul style="list-style-type: none"> Government's current priorities remain in accordance with National Development Plan 2018-2027 priorities only. Improvements to national roads identified at a regional and local level will be done in consultation with and subject to agreement with TII in accordance with current project appraisal, environment and planning procedures. DTTS/TII may not be responsible for the funding of any such schemes or improvements. <p>The provision of the following projects are also supported as strategic regional priorities to achieve NSO Enhanced Regional Accessibility subject to the recommendations of the three MASP's, the preparation of associated Metropolitan Area Transport Strategies and the preparation of Local Transport Plans for key settlements and other urban centres where applicable. These measures are also subject to robust feasibility studies and site/route selection to reduce impacts on the environment and required appraisal, planning and environmental processes:</p> <ul style="list-style-type: none"> Cork Northern Ring Road (CNRR) is a complementary scheme to the N/M20 Cork to Limerick Road Improvement Scheme, identified in the NDP. It has been assessed as part of the Cork Metropolitan Area Transport Strategy (CMATS). It is expected that the CNRR project will be planned for implementation during the latter period of the CMATS. The finalisation of a route corridor and its protection from development intrusion is an objective of CMATS to allow for changing circumstances including potentially an earlier project delivery requirement. N27 Cork-Cork International Airport N40 Junction improvements at Curraheen for CSIP Limerick Southside Accessibility Project M20/M7 Interchange Limerick Northern Distributor Route (LNDRI) connect N18 to M7. Upgrade and improve the N24 Limerick to Waterford Corridor. New interchange M18 Quin Road Ennis Improvements N71, N72, N73, N77, N78 Corridors Improvements to N30 (including Clonroche By Pass) Upgrade N80 Enniscorthy to Carlow and Midlands Upgrade and improve N29-access to Port of Waterford Belview. Upgrade N62 Horse and Jockey to Thurles, to connect with M7 and M8 N67/N85 Blakes Corner Ennistimon N85 Kilnamona Road Improvement Scheme | <p>Changes are as a result of relocation between Sub Parts A & B or a more accurate description of schemes. No new projects are included.</p> <p>As per previous assessment; 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>RPO 168 (former RPO 160): Investment in Regional and Local Roads</p> | <p>The following national, regional and local road and transport initiatives will be progressed to achieve NSO: Enhanced Regional Accessibility subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes:</p> <ul style="list-style-type: none"> Shannon Crossing; Dingle Relief Road; Coonagh to Knockalishen Main Contract; Realignment of R498 Nenagh/Thurles road at Latteragh; Killaloe Bypass/R494 upgrade; Cork Northern Ring Road connecting the N22 to the M8 Carrigaline Western Distributor Road. Cork Airport Improved Connectivity Limerick Northern Distributor Road Limerick Southside Accessibility Project M20/M7 Interchange. Cork Metropolitan Area Transport Strategy Upgrade of the R624 Regional Road linking N25 to Marino Point and Cobh and designation to National Road Status Upgrade of the R630 Regional Road linking Middleton to Whitegate Road (Energy Hub). Upgrade of the R558 Regional Road linking Tralee to Fenit Port. Limerick R527 Dock Road, R445 Dublin Road, R527 Tipperary Road. Upgrade and improve the N29 - access to Port of Waterford Belview Upgrade and improve the R418 Tullogh to Castledermot and Junction 4, M9 <p>Examples of projects currently subject to appraisal are set out below:</p> <ul style="list-style-type: none"> Thurles Relief road; Tralee Northern Relief Road; Carlow Southern Relief Road (N80-R448); Abbey Road to Belmont Link Road – Ferrybank. | <p>The following regional and local road and transport measures will be progressed to achieve NSO: Enhanced Regional Accessibility subject to the recommendations of the three MASP's, the preparation of associated Metropolitan Area Transport Strategies and the preparation of Local Transport Plans for key settlements and other urban centres where applicable. These measures are also subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes.</p> <p>Under this RPO, where works to any part of the strategic road network are supported, the potential for improved sustainable transport shall be considered.</p> <p>Under this RPO, for identified strategic road network improvements not included in the current NDP for the period 2018-2027, RSES seeks that:</p> <ul style="list-style-type: none"> Government's current priorities remain in accordance with National Development Plan 2018-2027 priorities only. Improvements to roads identified at a regional and local level shall be in accordance with current project appraisal, environment and planning procedures. DTTS/TII may not be responsible for the funding of any such schemes or improvements. <ul style="list-style-type: none"> Shannon Crossing; Dingle Relief Road; Coonagh to Knockalishen Main Contract; Realignment of R498 Nenagh/Thurles road at Latteragh; Killaloe Bypass/R494 upgrade; Cork Northern Ring Road connecting the N22 to the M8 The Cork Northern Distributor Road Carrigaline Western Distributor Road. Cork Airport Improved Connectivity Limerick Northern Distributor Road Limerick Southside Accessibility Project M20/M7 Interchange. Cork Metropolitan Area Transport Strategy Upgrade of the R624 Regional Road linking N25 to Marino Point and Cobh and designation to National Road Status Upgrade of the R630 Regional Road linking Midleton to Whitegate Road (Energy Hub) and designation to National Road Status. Upgrading the R586 Regional Road from Bandon to Bantry via Dunmanway and support for designation to National Road Status. Upgrading of the R572 linking Castletownbere Port to the N71 Upgrade of the R558 Regional Road linking Tralee to Fenit Port. | <p>The proposed changes to the RPO clarify the scope and role for TII where projects fall outside of the NDP for the period 2018-2027. No additional environment impacts identified.</p> | <p>The following regional and local road and transport measures will be progressed to achieve NSO: Enhanced Regional Accessibility subject to the recommendations of the three MASP's, the preparation of associated Metropolitan Area Transport Strategies and the preparation of Local Transport Plans for key settlements and other urban centres where applicable. These measures are also subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes.</p> <p>Under this RPO, where works to any part of the strategic road network are supported, the potential for improved sustainable transport shall be considered. The potential for nature-based design solutions for mitigation design shall be considered. Part (A) Projects Identified Under the NDP Including Pre-Appraisal Stages</p> <ul style="list-style-type: none"> Shannon Crossing; Dingle Relief Road; Coonagh to Knockalishen Main Contract; Realignment of R498 Nenagh/Thurles road at Latteragh; Killaloe Bypass/R494 upgrade; Carrigaline Western Distributor Road. <p>Examples of projects currently subject to appraisal are set out below:</p> <ul style="list-style-type: none"> Thurles Relief road; Tralee Northern Relief Road; Carlow Southern Relief Road (N80-R448); <p>Part B Other Projects</p> <p>Under this RPO, for identified strategic road network improvements not included in the current NDP for the period 2018-2027, RSES seeks that:</p> <ul style="list-style-type: none"> Government's current priorities remain in accordance with National Development Plan 2018-2027 priorities only. Improvements to roads identified at a regional and local level will be in accordance with current project appraisal, environment and planning procedures. DTTS/TII may not be responsible for the funding of any such schemes or improvements. <ul style="list-style-type: none"> New or improved orbital routes on the Northern and Southern sides of Cork City The Cork Northern Distributor Road | <p>Changes are as a result of relocation between Sub Parts A & B or a more accurate description of schemes. No new projects are included.</p> <p>As per previous assessment; 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> |

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|--|--|---|--|---|--|
| | | <p>Limerick R527 Dock Road, R445 Doolin Road, R527 Tipperary Road.</p> <ul style="list-style-type: none"> R471 access to Shannon Free Zone. L3126 to Bunratty Castle. Thurles Inner-Relief Road Upgrade R498 Thurles to Nenagh Improve access from New Ross to the M9 Upgrade and improve the N29 – access to Port of Waterford-Belview Upgrade and improve the R418 Tullow to Castledermot and Junction 4, M9 Upgrade of the R 672 linking Clonmel & Dungarvan <p>Examples of projects currently subject to appraisal are set out below:</p> <ul style="list-style-type: none"> Thurles Relief road; Tralee Northern Relief Road; Carlow Southern Relief Road (N80-R448); Abbey Road to Belmont Link Road – Ferrybank. <p>Refer to RSES Chapter 3 Key Towns for specific strategic relief road projects to enable the potential for sustainable growth, regeneration and enhanced active travel and public transport services to town centres in these settlements.</p> | | <p>Final RSES 31-1-2020</p> <ul style="list-style-type: none"> Upgrade of the R624 Regional Road linking N25 to Marino Point and Cobh and designation to National Road Status Upgrade of the R630 Regional Road linking Middleton to Whitegate Road (Energy Hub) and designation to National Road Status. Upgrading the R586 Regional Road from Bandon to Bantry via Dunmanway and support for designation to National Road Status. Upgrading of the R572 linking Castletownbere Port to the N71 Upgrade of the R558 Regional Road linking Tralee to Fenit Port. Limerick R527 Dock Road, R445 Dublin Road, R527 Tipperary Road. R471 access to Shannon Free Zone. L3126 to Bunratty Castle. Upgrade R498 Thurles to Nenagh Improve access from New Ross to the M9 Upgrade and improve the R418 Tullow to Castledermot and Junction 4, M9. Upgrade of the R 672 linking Clonmel & Dungarvan Abbey Road to Belmont Link Road – Ferrybank. <p>Refer to RSES Chapter 3 Key Towns for specific strategic relief road projects to enable the potential for sustainable growth, regeneration and enhanced active travel and public transport services to town centres in these settlements.</p> | |
| RPO 170 (former RPO 162) Rail | To strengthen investment in the maintenance, improvement and strengthening of rail networks in the Region subject to appropriate environmental assessment and the outcome of the planning process including: <ul style="list-style-type: none"> Optimisation of the existing rail network assets and the protection of these assets for our region's transition to greater levels of sustainable mobility, use of rail and achievement of lower carbon emissions; Investment in upgrading and modernisation of fleet, rail infrastructure and passenger facilities; Investment in commuter rail stations and services, especially in cities, suburbs and metropolitan areas; Investment in park and ride and multi-modal transport interconnection facilities with rail networks; Achieve improved journey times and frequencies; As identified in the National Development Plan, the Dublin – Limerick Junction/Cork rail lines are subject to an examination to move to higher speeds leading to improved connectivity to regional cities through improved rail journey times. An evaluation of the economic benefits of high-speed rail between Dublin-Belfast, Dublin-Limerick Junction and Dublin-Cork against improvements to existing line speeds will be carried out against relevant appraisal processes and value-for-money tests required by the Public Spending Code by 2020; Support feasibility assessments and investment in infrastructure to achieve high speed intercity rail services; | To seek to strengthen investment in the maintenance, improvement and strengthening of the rail network in the Region subject to appropriate environmental assessment and the outcome of the planning process. This will provide for: <ul style="list-style-type: none"> Future proofed infrastructures for rail in our transition to smart transport networks and low carbon society Improved journey times, services and passenger facilities to encourage greater use of rail travel between cities, towns and villages on the rail network across the region. Take immediate actions to transition transport fleets to non-fossil fuel and renewable / low emission energy sources. Invest in integrated, real-time, passenger information systems and passenger facilities. Optimisation of the existing rail network assets and the protection of these assets for our region's transition to greater levels of sustainable mobility, use of rail and achievement of lower carbon emissions; Investment in upgrading and modernisation of fleet, rail infrastructure and passenger facilities; Investment in commuter rail stations and services, especially in cities, suburbs and metropolitan areas; Investment in park and ride and multi-modal transport interconnection facilities with rail networks; Achieve improved journey times and frequencies; As identified in the National Development Plan, the Dublin – Limerick Junction/Cork rail lines are subject to an examination to move to higher speeds leading to improved connectivity to regional cities through improved rail journey times. An evaluation of the economic benefits of high-speed rail between Dublin-Belfast, Dublin-Limerick Junction and Dublin-Cork against improvements to existing line speeds will be carried out against relevant appraisal processes and value-for-money tests required by the Public Spending Code by 2020; Support feasibility assessments and investment in infrastructure to achieve high speed intercity rail services; Optimise rail freight to ports in the Southern Region. | Proposed changes are welcome from an environmental perspective. As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to seek to strengthen investment in the maintenance, improvement and strengthening of the rail network in the Region subject to appropriate environmental assessment and the outcome of the planning process. This will provide for: <ul style="list-style-type: none"> Future proofed infrastructures for rail in our transition to smart transport networks and low carbon society Improved journey times, services and passenger facilities to encourage greater use of rail travel between cities, towns and villages on the rail network across the region. Take immediate actions to transition transport fleets to non-fossil fuel and renewable / low emission energy sources. Invest in integrated, real-time, passenger information systems and passenger facilities including weather proofed facilities. Optimisation of the existing rail network assets and the protection of these assets for our region's transition to greater levels of sustainable mobility, use of rail and achievement of lower carbon emissions; Investment in upgrading and modernisation of fleet, rail infrastructure and passenger facilities; Investment in commuter rail stations and services, especially in cities, suburbs and metropolitan areas; Investment in bike- and-ride and park-and-ride and multi-modal transport interconnection facilities with rail networks; Achieve improved and consistent journey times and frequencies; As identified in the National Development Plan, the Dublin – Limerick Junction/Cork rail lines are subject to an examination to move to higher speeds leading to improved connectivity to regional cities through improved rail journey times. An evaluation of the economic benefits of high-speed rail between Dublin-Belfast, Dublin-Limerick Junction and Dublin-Cork against improvements to existing line speeds will be carried out against relevant appraisal processes and value-for-money tests required by the Public Spending Code by 2020; Support feasibility assessments and investment in infrastructure to achieve high-speed intercity rail services; Optimise rail freight to ports in the Southern Region. | As per previous assessment; 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 171 (former RPO 163) Bus | To sustainably develop bus networks in the region focused on the following subject to appropriate environmental assessment and the outcome of the planning process, during the period of the RSES: <ul style="list-style-type: none"> Investment in bus network and service improvements; Network reviews for the larger settlements across the Region, with a view to providing local bus services; Review of bus services between settlements; Review of local bus services throughout the region, including services to small towns and villages and the rural transport programme; New fare structures; Enhanced passenger information; and Improvements to bus waiting facilities | Through the functions of the NTA, seek the development of bus networks in the region focused on the following subject to appropriate environmental assessment and the outcome of the planning process, during the period of the RSES: <ul style="list-style-type: none"> Support the development of a bus service network development strategy for the region through the relevant stakeholders Investment in bus network and service improvements; Network reviews for the larger settlements across the Region, with a view to providing improved local bus services; Review of bus services between settlements; Review of local bus services throughout the region, including services to small towns and villages and the rural transport programme; New fare structure that fully integrates all public transport modes including bicycle share, car share etc. Such systems need to be easy to use and attractive for commuters to incentivise uptake, including carrying of bicycles on trains and inter-urban buses. Enhanced passenger information Improvements to bus waiting facilities Support strategic bus networks through identification, safeguarding and phasing of strategic bus network routes throughout Southern Regional Cities Enhanced rural bus services including Local Link and community bus services. Upgrade of bus fleet to low carbon/low emission. Buses to be accessible for all | The development of a bus service network development strategy is welcomed and will contribute to positive impacts for MA and PHH particularly where consultation can focus on accessibility and inclusivity. <p>Improvements to fare structures and systems management which seek to encourage better uptake of a range of transport modes will also lead to positive impacts for MA and PHH with indirect positive impacts for AQ and CF also. However, as identified in the assessment, the development of bus infrastructure has the potential to impact to the environment.</p> <p>The amendments to include upgrading of bus fleet to low carbon/emissions is positive from and CF and AQ perspective .</p> | It is an objective through the functions of the NTA, to seek the development of bus networks in the region focused on the following subject to appropriate environmental assessment and the outcome of the planning process, during the period of the RSES: <ul style="list-style-type: none"> Support the development of a bus service network development strategy for the region through the relevant stakeholders Investment in bus network and service improvements; Network reviews for the larger settlements across the Region, with a view to providing improved local bus services; Review of bus services between settlements; Review of local bus services throughout the region, including services to small towns and villages and the rural transport programme; New interchange facilities; New fare structure that fully integrates all public transport modes including bicycle share, car share etc. Such systems need to be easy to use and attractive for commuters to incentivise uptake, including carrying of bicycles on trains and inter-urban buses. Enhanced passenger information Improvements to bus waiting facilities and bike-and-ride Support strategic bus networks (initiatives identified as Bus Connects in the NDP) through identification, safeguarding and phasing of strategic bus network Bus Connects routes throughout Southern Region's Cities and metropolitan areas Enhanced rural bus services including Local Link and community bus services. Upgrade of bus fleet to low carbon/low emission. Buses to be accessible for all Support direct inter-regional bus services between the cities and key access points such as airports. | As per previous assessment; 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 174 (former RPO 166) Walking and Cycling | The following walking and cycling objectives will guide investment subject to the required appraisal, planning and environmental assessment processes: <ul style="list-style-type: none"> Delivery of the cycle network set out in the three regional cities' metropolitan area Cycle Network Plans, inclusive of key commuter routes and greenways subject to SEA and AA where required; Delivery of cycle routes, Greenway and Blueway corridor projects, having regard to the Strategy for the Future Development of National and Regional Greenways July 2018; Provide safe cycling routes in towns and villages where appropriate across the region; Enhance pedestrian facilities in all urban areas in the region; A buffer distance shall be maintained between walking, cycling, Greenway and Blueway corridors and from coastal areas, particularly those subject to current and future erosion, as well as rivers and canals to ensure protection of riparian zones and; Such initiatives shall commit to feasibility and route selection studies with a view to identifying and subsequently avoiding high sensitivity feeding or nesting points for birds and other sensitive fauna. | The following walking and cycling objectives are supported and will guide investment subject to the required appraisal: <ul style="list-style-type: none"> Delivery of the cycle network set out in the three regional cities' metropolitan area Cycle Network Plans, inclusive of key commuter routes and greenways subject to SEA and AA where required; Delivery of cycle routes, Greenway and Blueway corridor projects subject to appropriate site selection and environmental assessment processes, having regard to the Strategy for the Future Development of National and Regional Greenways July 2018; Provide safe cycling routes in towns and villages where appropriate across the region; Delivery of high-quality safe cycle route network across the region and cycling environments (applicable to cities, towns and villages) with provision for segregated cycle tracks. Development of a safe cycling infrastructure to cater for the needs of all groups of cyclists, especially new cyclists, school children, elderly etc. Safe cycle routes especially in the approach to schools. Greenways in the region shall be linked up to a network to improve connectivity within the region for commuter cyclists in addition to recreational amenity functions. Creating a safer environment for cyclists off the arterial roads shall be supported by large scale 30 km/h limits (except for main arterial roads) and adequate junction re-design. A cycle network that is coherent, continuous and safe, particularly when going through busy junctions. Alternative "quiet" routes must be established and signposted for cycling and walking to improve the experience and uptake of active travel. All significant development proposals shall be required to provide a Quality Audit, as referred to in the Design Manual for Roads and Streets. Place walkability and accessibility by walking mode as a central objective in the planning and design of all new developments/new development areas, transport infrastructure and public transport services. Enhance pedestrian facilities in all urban areas in the region; A buffer distance shall be maintained between walking, cycling, Greenway and Blueway corridors and from coastal areas, particularly those subject to current and future erosion, as well as rivers and canals to ensure protection of riparian zones and; Such initiatives shall commit to feasibility and route selection studies with a view to identifying and subsequently avoiding high sensitivity feeding or nesting points for birds and other sensitive fauna. | Improvements in walking and cycling investment as outlined in the RPO will have indirect positive impacts for PHH, MA, CF and AQ in particular as it provides real alternatives to private car use. As noted elsewhere in the assessment, delivery of any linear infrastructure has potential for negative impact on a range of environmental receptors as a result of both construction and operation. Cycling and walking routes can result in negative impacts for BFF as a result of habitat loss and disturbance and species disturbance, water pollution, impacts to CH and IadS. These issues can be addressed to a large degree through thoughtful route and site selection. | The following walking and cycling objectives are supported and will guide investment subject to the required appraisal: <ul style="list-style-type: none"> Delivery of the cycle network set out in the three regional cities' metropolitan area Cycle Network Plans, inclusive of key commuter routes and greenways subject to SEA and AA where required; Delivery of cycle routes, Greenway and Blueway corridor projects to subject to appropriate site selection and environmental assessment processes, having regard to the Strategy for the Future Development of National and Regional Greenways July 2018; Delivery of high-quality safe cycle route network across the region and cycling environments (applicable to cities, towns and villages) with provision for segregated cycle tracks. Development of a safe cycling infrastructure to cater for the needs of all groups of cyclists, especially new cyclists, school children, elderly etc. Safe walking and cycle routes especially in the approach to schools. Greenways in the region shall be linked up to a network to improve connectivity within the region for walking routes and commuter cyclists in addition to recreational amenity functions. Creating a safer environment for pedestrians and cyclists off the arterial roads shall be supported by large scale 30 km/h limits (except for main arterial roads) and adequate junction re-design. A cycle network that is coherent, continuous and safe, particularly when going through busy junctions. Alternative "quiet" routes must be established and signposted for cycling and walking to improve the experience and uptake of active travel. All significant development proposals shall be required to provide a Quality Audit, as referred to in the Design Manual for Roads and Streets. Place walkability and accessibility by walking mode as a central objective in the planning and design of all new developments/new development areas, transport infrastructure and public transport services. Enhance pedestrian facilities in all urban areas in the region; Support sustainable pedestrian and cyclist greenway initiatives and the potential for inter connections between greenways subject to robust site selection processes and environmental assessment processes. Support accessibility to walking routes for people with disabilities. A buffer distance shall be maintained between walking, cycling, Greenway and Blueway corridors and from coastal areas, particularly those subject to current and future erosion, as well as rivers and canals to ensure protection of riparian zones and; Such initiatives shall commit to feasibility and route selection studies with a view to identifying and subsequently avoiding high sensitivity feeding or nesting points for birds and other sensitive fauna. | Changes refer to inter connections between greenways. Protective Polices RPO 1 and RPO 193 and the in-built mitigation in this RPO are important to ensure that selection and environmental assessment processes are undertaken prior to delivery of such schemes. <p>As per previous assessment; 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> |
| Chapter 7 Quality of Life | | | | | |
| RPO 177 (former RPO 169) Childcare, Education, and Health Services | To improve access to Quality Childcare, Education, and Health Services through initiatives and projects under the National Development Plan (NDP) 2018-2027 | To improve access to Quality Childcare, Education, and Health Services through initiatives and projects under the National Development Plan (NDP) 2018-2027, alignment with Healthy Ireland and support development of outreach and community services for an expanding and ageing population. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to improve access to quality childcare, education, and health services through initiatives and projects under the National Development Plan, alignment with Healthy Ireland and support development of outreach and community services for an expanding and ageing population. | No change. |
| RPO 178 (former RPO 170) Universal Health Services | Delivery of better universal health services including mental health, at all levels of service delivery | Delivery of better universal health services including mental health, at all levels of service delivery, including provision of 24 Hour Accident and Emergency Services and implementation of Sláintecare for an expanding and ageing population. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to seek the delivery of better universal health services including mental health, at all levels of service delivery, including provision of 24 Hour Accident and Emergency Services and implementation of Sláintecare for an expanding and ageing population across the Region. | No change. |

| RPO Number and Title | Draft RSES 18-12-18 | Material Amendments for Public Consultation 12th Sep-11th Oct 2019 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES | Final RSES 31-1-2020 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES |
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| RPO 179 (former RPO 171 and RPO 172 combined) Diverse and Socially Inclusive Society | To plan for a more diverse and socially inclusive society, prioritising parity of opportunity and improved well-being and quality of life for all citizens of the region through enhanced integration programmes and measures to support sustainably accessible communities and the provision of associated services. | To plan for a more diverse and socially inclusive society which: (a) Recognises the positive contribution of migrants, refugees, asylum seekers to multi-cultural communities and the economic life of an area through enhanced integration programmes and measures to support sustainable communities and the provision of associated services. (b) Prioritises parity of opportunity and improved well-being and quality of life for all citizens of the region including for example LGBT community, travellers and minority groups through enhanced integration programmes, measures to support sustainable accessible communities and the provision of associated services. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to a plan for a more diverse and socially inclusive society which: (a) Recognises the positive contribution of migrants, refugees, asylum seekers to multi-cultural communities and the economic life of an area and supports government policy The Migrant Integration Strategy; (b) Prioritises parity of opportunity and improved well-being and quality of life for all citizens of the Region including for example LGBT+ community, travellers and minority groups through enhanced integration programmes, measures to support sustainable accessible communities and the provision of associated services. | No change. |
| RPO 180 (New at MA Stage) Volunteering and Active Citizenship | | To support the empowerment of individuals and groups in communities through volunteering and active citizenship, recognising the collective contribution of time and effort to the common good. Local Authorities and other public bodies and agencies should support active citizen engagement, whether it is through participation in a resident's association or lobby group, or volunteering to help out in a local sports club, caring for a family member or neighbour or simply being active and caring about the local neighbourhood, the environment as well as larger global and national issues. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to support the empowerment of individuals and groups in communities through volunteering and active citizenship, recognising the collective contribution of time and effort to the common good. Local authorities and other public bodies and agencies should support active citizen engagement, such as participation in a resident's association or lobby group, or volunteering to help out in a local sports club, caring for a family member or neighbour or simply being active and caring about the local neighbourhood, the environment as well as larger global and national issues. | No change. |
| RPO 181 (former RPO 173) Equal Access | To improve equal access for abled and disabled people and universal design for public transport access, housing, social, cultural and recreational facilities and the public realm to improve quality of life equally for abled and disabled citizens in our region. Local Authorities should ensure that decision-making in relation to investment in infrastructure and facilities is informed by an appropriate level of environmental assessment | To promote disability awareness and improve equal access for all through universal design for public transport access, housing, social, cultural and recreational facilities and the public realm to improve quality of life equally for abled and disabled citizens in our region. Local Authorities should ensure that decision-making in relation to investment in infrastructure and facilities is informed by an appropriate level of environmental assessment. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to promote disability awareness and improve equal access for all through universal design for public transport access, housing, social, cultural and recreational facilities and the public realm to improve quality of life equally for abled and disabled citizens in our Region. Local authorities should ensure that decision-making in relation to investment in infrastructure and facilities is informed by engagement with representatives of disability support organisations to ensure that perspectives of those they represent (e.g. wheelchair users) are understood and an appropriate level of environmental assessment. | As per previous assessment; 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 183 (former RPO 175) Digital Strategies | Local Authority Digital Strategies should ensure that an older age-cohort is not disadvantaged through lack of access to training and supports for new technologies | Local Authority Digital Strategies should ensure that an older age-cohort is not disadvantaged through lack of access to training and supports for new technologies take account of the aging population and varying levels of technological know-how and access and should prepare detailed strategies in collaboration with education providers to address training needs and support digital literacy. These strategies should focus on and promote the development of new technologies, interfaces, and methods to address the challenges faced by the aging population and should prioritise technological solutions that address these challenges. Local authorities and other agencies should prioritise the adoption of technologies that allow for greater access to facilities and services for all citizens regardless of age and technological competency. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | Local Authority Digital Strategies should take account of the aging population and varying levels of technological know-how and access and should prepare detailed strategies in collaboration with education providers to address training needs and support digital literacy. These strategies should focus on and promote the development of new technologies, interfaces, and methods to address the challenges faced by the ageing population and should prioritise technological solutions that address these challenges. Local authorities and other agencies should prioritise the adoption of technologies that allow for greater access to facilities and services for all citizens regardless of age and technological competency. | No change. |
| RPO 184 (former RPO 176) TUSE and MTU | To support the establishment of the Technological University for the South-East (TUSE) and the Munster Technological University (MTU) | To support the further enhancement of higher education provision in the region through the establishment of two new high quality universities of international standing, the Multi-Campus Technological University of the South East (TUSE) including development of the Wexford Campus and the Munster Technological University (MTU) and development of associated land and buildings for associated enterprise and industry. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to support the further enhancement of higher education provision in the Region through the establishment of two new high-quality universities of international standing, the Technological University for the South-East (TUSE), including development of the Wexford Campus, and the Munster Technological University (MTU) and other future collaborations between third level institutions. | As per previous assessment; 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 185 (former RPO 177) New School Facilities | To support a planned approach to location of our education provision of new school facilities within reasonable access of public transport and active travel modes. Local Authorities should ensure that a robust site selection process is followed in the selection of new school locations and that decision-making is informed by an appropriate level of environmental assessment. New development/infrastructure is informed by an appropriate level of environmental assessment. | To support a planned approach to location of our education provision of new school facilities such that proposed locations shall be that are accessible by cycling/walking from the main catchment areas and accessible by public transport with appropriate safe facilities. Local Authorities should ensure that a robust site selection process is followed in the selection of new school locations taking into account proximity to community developments such as community centres, playing fields, libraries etc. so that the possibility of sharing facilities can be maximised. New educational development/infrastructure should be informed by anticipation of demand for student capacity and Local Authorities should ensure that that decision-making is informed by an appropriate level of environmental assessment. | The amendments to this RPO are positive on PHH and MA as they support accessible locations for schools. This is indirectly positive for CF and AQ and the broader environment. | Planned approach to location of school facilities in accordance with the DoHPLG Guidance document The Provision of Schools and the Planning System, such that both proposed locations and existing schools are accessible by cycling/walking from the main catchment areas and accessible by public transport with appropriate safe facilities within reasonable access of public transport and active travel modes. Local authorities should also consider measures that could improve sustainable accessibility to existing school facilities by cycling/walking accessibility or public transport. Local authorities should ensure that a robust site selection process is followed in the selection of new school locations taking into account proximity to community developments such as community centres, playing fields, libraries etc. so that the possibility of sharing facilities can be maximised. New educational development/infrastructure should be informed by anticipation of demand for student capacity and Local authorities should ensure that decision-making is informed by an appropriate level of environmental assessment. | As per previous assessment; 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 189 (former RPO 181) Further Education and Training | It is an objective to increase the investment in our region's Higher Education and Further Education and Training (FET) Sector and Research, Development and Innovation capacity, and the initiatives of the Regional Skills Fora and Lifelong Learning | It is an objective to increase the investment in our region's Higher Education and Further Education and Training (FET) Sector and Research, recognising that (a) the Further Education Sector is a lead contact point for citizens to re-engage with learning and support investment in Development and Innovation capacity, and the initiatives of the Regional Skills Fora and Lifelong Learning and (b) the important role of the Education and Training Boards in the further education sector, creating a diversity of skills, education, lifelong learning and enabling access to job opportunities for citizens is recognised. It is an objective to support investment in ETB facilities and initiatives. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to increase the investment in addressing our Region's educational and skills needs through investment in the higher education and further education and training sector, recognising that: (a) The further education sector is a lead contact point for citizens to re-engage with learning and skills development; (b) The strong partnerships already evident between the training and education institutions and agencies such as the Regional Skills Fora in addressing development and innovation capacity; (c) The important role of the Education and Training Boards in the further education sector, creating a diversity of skills, education, lifelong learning and enabling access to job opportunities for citizens; (d) The critical role of higher education in the continued evolution of the Regional effort to identify and address skills gaps, retraining needs, continuing professional development needs, and the future needs for a sustainable, knowledge driven economy. | As per previous assessment; 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 190 (former RPO 182) Lifelong Learning and Healthy City Initiatives | It is an objective to foster an interagency approach to integrating Lifelong Learning and Healthy City initiatives across the region as essential components as exemplified in Cork and Limerick's attainment of UNESCO Learning City status and extend the UNESCO Learning City status to Waterford city, to create a regional knowledge triangle is an explicit aim of the RSES. | (a) foster an interagency approach to integrating Lifelong Learning and Healthy City initiatives across the region as essential components as exemplified in Cork and Limerick's attainment of UNESCO Learning City status and extend the UNESCO Learning City status to Waterford city, to create a regional knowledge triangle is an explicit aim of the RSES. (b) support the Irish Network of Learning Cities and preparation and implementation of a Learning Region Strategy | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to: (a) foster an interagency approach to integrating Lifelong Learning and Healthy City initiatives across the Region as essential components as exemplified in Cork and Limerick's attainment of UNESCO Learning City status and extend the UNESCO Learning City status to Waterford city, to create a regional knowledge triangle is an explicit aim of the RSES; (b) Support the Irish Network of Learning Cities and preparation and implementation of a Learning Region strategy. | No change. |
| RPO 191 (former RPO 183) Cultural and Creative Sectors | To develop a vibrant cultural and creative sector in the Southern Region as a key enabler for enterprise growth, innovation, regeneration, place-making and community development, health and wellbeing and support measures under Culture 2025, Creative Ireland Strategy 2017-2022 and Action Plan for Rural Development. | To develop a vibrant cultural and creative sector in the Southern Region as a key enabler for enterprise growth, innovation, regeneration, place-making and community development, health and well-being and support measures under Culture 2025, Creative Ireland Strategy 2017-2022 and Action Plan for Rural Development. Local Authorities and public agencies should support development of a network of community arts and cultural hubs. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to develop a vibrant cultural and creative sector in the Region as a key enabler for enterprise growth, innovation, regeneration, place-making and community development, health and well-being and support measures under Culture 2025, Creative Ireland Strategy 2017-22 and Action Plan for Rural Development. Local authorities and public agencies should support development of a network of community arts and cultural hubs. | No change. |
| RPO 193 (former RPO 185) Collaborative Regional Partnerships | It is an objective to develop Collaborative Regional Partnerships to enhance opportunities for the development of cultural and creative strategy across County or SPA boundaries, in conjunction with the Regional Assembly, Fáilte Ireland and other public bodies/agencies/ Government Departments. | It is an objective to develop Collaborative Regional Partnerships to enhance opportunities for the development of cultural and creative strategy across County or SPA boundaries, in conjunction with the Regional Assembly, Fáilte Ireland and other public bodies/agencies/ Government Departments and (b) seek support and investment towards a vibrant network of local/community hubs, based around the region as locations for collaboration and creativity. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to develop collaborative regional partnerships to: (a) Enhance opportunities for the development of cultural and creative strategy across county or SPA boundaries, in conjunction with the Regional Assembly, Fáilte Ireland and other public bodies, agencies and government departments; (b) Seek support and investment towards a vibrant network of local/community hubs, based around the Region as locations for collaboration and creativity. | No change. |
| RPO 195 (former RPO 187) Language Plans | Support Designated 'Lead Organisations' in the preparation of Language Plans for each of the designated Language Planning Areas and Gaeltacht Service Towns. | Support Designated 'Lead Organisations' and other public bodies in the preparation of Language Plans as the key planning framework for Gaeltacht development in each of the designated Language Planning Areas and Gaeltacht Service Towns. Lead Organisations and other public bodies shall support communities the centralising position of Irish in society and normalising use of Irish through the development of language Plans. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to support designated lead organisations and other public bodies in the preparation of language plans as the key language planning framework for Gaeltacht development in each of the designated Language Planning Areas and Gaeltacht Service Towns. Lead will support communities the centralising position of Irish in society and normalising use of Irish through the development of language plans. | As per previous assessment; 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 196 (former RPO 188) Gaeltacht | It is an objective to support the development of a network of economic and social infrastructure to address the remote locations of the Gaeltacht which shall include: • The development of the Gaeltacht network of digital hubs; • Support for the development and upgrading of regional enterprise infrastructure and accommodation for the Gaeltacht and provision of appropriately located zoned and serviced lands to support enterprise space; • Local Authorities should ensure that decision-making relating to the development of social and economic infrastructure including the development of communications and renewable energy are informed by an appropriate level of environmental assessment. | It is an objective to support the development of a network of economic and social infrastructure to address the remote locations of the Gaeltacht which shall include: • Identification of Gaeltacht areas as economic loci and support for the role of Údaras na Gaeltachta in developing economic strengths and opportunities in the Gaeltacht and mechanisms to support access to employment and social enterprise • The development of the Gaeltacht network of digital hubs; • Support for the development and upgrading of regional enterprise infrastructure and accommodation for the Gaeltacht and provision of appropriately located zoned and serviced lands to support enterprise space; • Local Authorities should ensure that decision-making relating to the development of social and economic infrastructure including the development of communications and renewable energy are informed by an appropriate level of environmental assessment. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to support the development of a network of economic and social infrastructure to address the remote locations of the Gaeltacht, including: • The identification of Gaeltacht areas as economic loci and support for the role of Údaras na Gaeltachta in developing economic strengths and opportunities in the Gaeltacht and mechanisms to support access to employment and social enterprise; • The development of the Gaeltacht network of digital hubs; • Support for the development and upgrading of regional enterprise infrastructure and accommodation for the Gaeltacht and provision of appropriately located zoned and serviced lands to support enterprise space; • Local authorities should ensure that decision-making relating to the development of social and economic infrastructure including the development of communications and renewable energy are informed by an appropriate level of community consultation and environmental assessment | As per previous assessment; 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 198 (former RPO 190) Sport and Community Organisations | To support investment in sport and community organisations in the region through the Sports Capital Programme | To support investment in sport and community organisations in the region through the Sports Capital Programme. Local Authorities shall support the vision and objectives of the National Sports Policy, including working with local sports partnerships, clubs, communities and partnerships within and beyond sport, to increase sport and physical activity participation levels locally. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to support investment in sport and community organisations in the Region through the Sports Capital Programme including development of shared local and regional sports and community facilities by local authorities. Local authorities shall support the vision and objectives of the National Sports Policy, including working with local sports partnerships, clubs, communities and partnerships within and beyond sport, to increase sport and physical activity participation levels locally. | As per previous assessment; 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 201 (former RPO 193) National Trails, Walking Routes, Greenway and Blueway Corridors | To support investment in the development of walking and cycling facilities, greenway and blueway corridors within the region and extending into and between our region's settlements. Proposals for investment in walking and cycling facilities, greenway and blueway corridors should be based on rigorous site/route selection studies and Local Authorities should ensure that decision-making in relation to such developments is informed by an appropriate level of environmental assessment, including all necessary reports to assess the potential impact on designated European sites and on biodiversity outside of formal protections such that proposed development does not contribute to loss of biodiversity. | National Trails, Walking Routes, Greenway and Blueway Corridors To support investment in the development of walking and cycling facilities, greenway and blueway corridors within the region and extending into and between our region's settlements. Proposals for investment in walking and cycling facilities, greenway and blueway corridors should be based on rigorous site/route selection studies and Local Authorities should ensure that decision-making in relation to such developments is informed by an appropriate level of environmental assessment, including all necessary reports to assess the potential impact on designated European sites and on biodiversity outside of formal protections such that proposed development does not contribute to loss of biodiversity. Local Authorities and other public agencies shall actively promote and support access to rural areas including upland areas, forestry, coastal areas and the development of and existing walking routes, pilgrim paths, mountain trails and nature trails in conjunction with other public bodies, representative agencies and community groups and shall identify and protect existing paths, walkways and rights of way. | The active promotion of access to rural areas including upland areas, forestry, coastal, etc is positive for PHH and MA. However, as previously assessed in the draft plan, increased tourism and recreation can lead to visitor pressures, trampling, disturbance of habitats, species and cultural heritage. Such proposals will have to have regard to the carrying capacity and sensitivities of the location. The SEA completed for the WAW proposals should be used as an example of proposit planning. Access to such areas should only be provided when it can be shown that that there will be no adverse effect on protected European and National sites. | It is an objective to support investment in the development of walking and cycling facilities, greenway and blueway corridors within the Region between our Region's settlements and potential for sustainable linkages to create interregional greenways. Proposals for investment in walking and cycling facilities, greenway and blueway corridors should be based on rigorous site/route selection studies and Local authorities should ensure that decision-making in relation to such developments is informed by an appropriate level of environmental assessment, including all necessary reports to assess the potential impact on designated European sites and on biodiversity outside of formal protections such that proposed development does not contribute to loss of biodiversity. Local authorities and other public agencies shall seek to promote and support access to rural areas including upland areas, forestry, coastal areas and the development of existing walking routes, pilgrim paths, mountain trails and nature trails in conjunction with other public bodies, representative agencies and community groups and shall identify and protect existing paths, walkways and rights of way. | As per previous assessment; 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 202 (former RPO 194) Natural Heritage, Biodiversity and Built Heritage Assets | To support initiatives that enhance and protect our region's unique natural heritage, biodiversity and built heritage assets. | To support initiatives that enhance and protect our region's unique natural heritage, biodiversity and built heritage assets, recognising the contribution which education and outreach can play in developing understanding of biodiversity and heritage in our communities. Such initiatives should secure funding to support projects in the region in line with the National Biodiversity Action Plan". | Additional wording is welcomed and clarifies the intent of the RPO. As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to support initiatives that enhance and protect our Region's unique natural heritage, biodiversity and built heritage assets, recognising the contribution which education and outreach can play in developing understanding of biodiversity and heritage in our communities. Such initiatives should secure funding to support projects in the Region in line with the National Biodiversity Action Plan. | No change. |

| RPO Number and Title | Draft RSES 18-12-18 | Material Amendments for Public Consultation 12th Sep-11th Oct 2019 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES | Final RSES 31-1-2020 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES |
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| RPO 208 (former RPO 200) Irish Water and Water Supply | It is an objective to: a. Seek 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 Southern Region RSES and Metropolitan Area Strategic Plans for Cork, Limerick-Shannon and Waterford. b. 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. c. 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. | It is an objective to: a. Seek 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 Southern Region RSES and Metropolitan Area Strategic Plans for Cork, Limerick-Shannon and Waterford. b. Seek Investment Plans for water services to plan for and address seasonal pressures on critical service infrastructure (such as from tourism), climate change implications (droughts, storms, flooding) and seek active measures to reduce leakage c. 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. d. 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. | Indirect positive impacts for all environmental receptors as a result of this amendment, with particular benefit for W, BFF and PHH. The amendment acknowledges the risks to water quality and the wider environment from seasonal pressures such as tourism. | It is an objective to: (a) Support the implementation of Irish Water Investment Plans (prepared on five-year cycles) and subsequent investment plans and seek such plans to align the supply of water services with the settlement strategy and objectives of the RSES and Metropolitan Area Strategic Plans for Cork, Limerick-Shannon and Waterford; (b) Support the role of Irish Water Investment Plans in taking into account seasonal pressures on critical service infrastructure, climate change implications and leakage reduction in the design of all relevant projects; (c) Deliver and phase services, subject to the required appraisal, planning and environmental assessment processes and shall avoid adverse impacts on the integrity of the Natura 2000 network; (d) 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 hydro morphological pressures) and prevent adverse impacts the integrity of water dependent habitats and species within the Natura 2000 network. | As per previous assessment; 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 211 (former RPO 203) Irish Water and Wastewater | It is an objective to seek Irish Water to revise the Draft Investment Plan (2020-2024), and subsequent investment plans, to align the supply of waste water treatment facilities with the settlement strategy and objectives of the Southern Region RSES and Metropolitan Area Strategic Plans for Cork, Limerick Shannon and Waterford. | It is an objective to seek Irish Water to revise the Draft Investment Plan (2020-2024), and subsequent investment plans, to align the supply of waste water treatment facilities with the settlement strategy and objectives of the Southern Region RSES, and Metropolitan Area Strategic Plans for Cork, Limerick Shannon and Waterford and seek investment Plans for waste water and treatment to plan for and address seasonal pressures on critical service infrastructure (such as from tourism). | Indirect positive impacts for all environmental receptors as a result of this amendment, with particular benefit for W, BFF and PHH. The amendment acknowledges the risks to water quality and the wider environment from seasonal pressures such as tourism. | It is an objective to support the implementation of Irish Water Investment Plans (prepared on five-year cycles) and subsequent investment plans, to align the supply of wastewater treatment facilities with the settlement strategy and objectives of the RSES and Metropolitan Area Strategic Plans for Cork, Limerick-Shannon and Waterford. Support the role of Irish Water Investment Plans in taking into account seasonal pressures on critical service infrastructure, climate change implications, and leakage reduction in the design of all relevant projects. | As per previous assessment; 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 213 (former RPO 205) Rural Wastewater Treatment Programmes | It is an objective to support investment in the sustainable development of rural waste water treatment programmes and supports the initiatives of Irish Water, Local Authorities, communities and developers in small rural settlements to identify sustainable solutions subject to available funding for such services. | It is an objective to support investment in the sustainable development of rural waste water treatment programmes and supports the initiatives of Irish Water, Local Authorities, communities and developers in small rural settlements to identify sustainable solutions subject to available funding for such services. Services for towns and villages that currently have no wastewater infrastructure will be prioritised in investment plans. | Indirect positive impacts for all environmental receptors as a result of this amendment, with particular benefit for W, BFF and PHH. The amendment acknowledges the urgency needed for high risk areas where no WW infrastructure exists and the risk to water quality and human health as a result. | It is an objective to support investment in the sustainable development of rural wastewater treatment programmes and supports the initiatives of Irish Water, local authorities, communities and developers in small rural settlements to identify sustainable solutions subject to available funding for such services including the Rural Regeneration and Development Fund of the NDP. Investment in Rural Wastewater and Treatment Programmes will be subject to settlement hierarchies and core strategies set out in development plans | As per previous assessment; 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 221 (former RPO 213) Renewable Energy Generation and Transmission Network | Local Authority City and County Development Plans shall support the sustainable development of renewable energy generation and demand centres such as data centres (subject to appropriate environmental assessment and the planning process) to spatially suitable locations to ensure efficient use of the existing transmission network) | a): Local Authority City and County Development Plans shall support the sustainable development of renewable energy generation and demand centres such as data centres which can be serviced with a renewable energy source (subject to appropriate environmental assessment and the planning process) to spatially suitable locations to ensure efficient use of the existing transmission network. (b): RSES support strengthened local/community renewable energy networks, micro renewable generation and connections from such initiatives to the grid. (c): RSES supports the Southern Region as a Carbon Neutral Energy Region. | The supporting of development and communities with renewable energy sources is positive from a CF and AQ perspective and also for PHH and MA as community ownership and investment are promoted. However, the development of renewable energy projects should be subject to site selection studies, environmental assessments and the outcome of the planning process. | (a): Local Authority City and County Development Plans shall support the sustainable development of renewable energy generation and demand centres such as data centres which can be serviced with a renewable energy source (subject to appropriate environmental assessment and the planning process) to spatially suitable locations to ensure efficient use of the existing transmission network; (b): The RSES supports strengthened and sustainable local/community renewable energy networks, micro renewable generation, climate smart countryside projects and connections from such initiatives to the grid. The potential for sustainable local/community energy projects and micro generation to both mitigate climate change and to reduce fuel poverty is also supported; (c): The RSES supports the Southern Region as a Carbon Neutral Energy Region. | As per previous assessment; 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 225 (former RPO 217) Gas Network | Subject to appropriate environmental assessment and the planning process where required a. It is an objective to promote the gas network and renewable gas leading to carbon emission reduction in agriculture, industry, heating and transport as well as sustainable local employment opportunities b. It is an objective to strengthen the gas network sustainably to service settlements and employment areas in the Southern Region, support progress in developing the infrastructures to enable permitted gas energy supply facilities, such as the Tarbert/Ballylongford landbank in Co Kerry to enhance the natural gas grid. c. It is an objective to support investment in the sustainable development of agricultural biogas sector and regional gas supply projects which strengthen gas networks in the region, and assist integration of renewable gas to the grid network. d. It is an objective to support investment in developing renewable gas and Clean Natural Gas which will help reduce the Green House Gas emissions in both the agriculture and transport sectors and support Carbon Capture and Storage initiatives, which has the potential to decarbonise power generation at scale. | a. It is an objective to promote the gas network and renewable gas leading to carbon emission reduction in agriculture, industry, heating and transport as well as sustainable local employment opportunities. b. Support the transition of the gas network to a "carbon neutral" gas network by 2050, which will drive Ireland and the Southern Region to becoming a low carbon society. c. It is an objective to support investment in the sustainable development of agricultural biogas sector and regional gas supply projects which strengthen gas networks in the region and assist integration of renewable gas to the grid network. d. It is an objective to support investment in developing renewable gas and provision of CNG refuelling infrastructure which will help reduce the Green House Gas emissions in both the agriculture and transport sectors and support Carbon Capture and Storage initiatives, which has the potential to decarbonise power generation at scale. e. It is an objective to strengthen the gas network sustainably to service settlements and employment areas in the Southern Region, support progress in developing the infrastructures to enable strategic energy projects in the Southern Region. An example is the Tarbert/Ballylongford landbank in Co Kerry which is a strategic development site under the Strategic Integrated Framework Plan for the Shannon Estuary and support for the extension of the Gas Network from Listowel into the Kerry Hub and Knowledge Tri-Angle settlements of Tralee, Killarney and Killorglin. | Gas Networks Ireland has committed to decarbonising the gas sector by 2050. All technologies to decarbonise the sector should be subject to feasibility assessments including assessment of potential impacts on the environment as a result of the development of related infrastructure. Similarly infrastructure to support CNG refuelling infrastructure and the retrofitting required to existing fuelling stations should be subject to environmental assessment. The Tarbert-Ballylongford landbank has already been subject to SEA, SFRA and AA and as such any mitigation measures should be implemented if further development is proposed. | Subject to appropriate environmental assessment and the planning process where required, it is an objective to: a. Promote renewable gas leading to carbon emission reduction in agriculture, industry, heating and transport as well as sustainable local employment opportunities. b. Support the transition of the gas network to a "carbon neutral" gas network by 2050, which will drive Ireland and the Region to becoming a low carbon society. c. Support investment in the sustainable development of agricultural biogas sector and regional gas supply projects which strengthen gas networks in the Region and assist integration of renewable gas to the grid network. d. Support investment in developing renewable gas and provision of CNG refuelling infrastructure which will help reduce the Green House Gas emissions in both the agriculture and transport sectors and support Carbon Capture and Storage initiatives, which has the potential to decarbonise power generation at scale e. Strengthen the gas network sustainably to service settlements and employment areas in the Region, support progress in developing the infrastructures to enable strategic energy projects in the Region. An example is the Tarbert/Ballylongford landbank in Co Kerry which is a strategic development site under the Strategic Integrated Framework Plan for the Shannon Estuary and support for the extension of the Gas Network from Listowel into the Kerry Hub and Knowledge Tri-Angle settlements of Tralee, Killarney and Killorglin. | No change. |
| Chapter 9 Implementation, Monitoring and Evaluation | | | | | |
| RPO 226 (former RPO 218) Implementation Mechanism for MASPs | Following adoption of the RSES the SRA will establish implementation mechanisms for MASPs | Implementation Mechanism for the Strategy & MASPs Following the adoption of the RSES the SRA will establish robust structures for the implementation phase to ensure the delivery of the Strategy and the MASPs as specific, measurable, attainable, realistic and time bound. The implementation phase will be guided by action plans that include time bound targets, progress indicators and a set project tracking plan in consultation with relevant stakeholders to ensure the effective and efficient delivery of the Strategy. implementation mechanisms to oversee progress on the implementation of the MASPs for Cork, Limerick Shannon and Waterford | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | Within a year of the making of the RSES, the SRA will establish robust structures cross-sectoral stakeholder and cross-boundary local authority steering group committees for the implementation phase to ensure the delivery of the RSES and the MASPs is specific, measurable, attainable, realistic and time-bound. The implementation phase will include action plans that include time-bound targets, progress indicators and a set project-tracking plan in consultation with relevant stakeholders to ensure the effective and efficient delivery. | Changes are welcome. As per previous assessment; 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 227 (former RPO 219) Funding | It is an objective to support Local Authorities in promoting compact growth and sustainable development and in future proofing our cities and towns through the drawdown of investment funds including national rural, urban, technology and climate funds, through EU Regional Operational Programmes and other internal and external collaborations and partnership opportunities | Investment and Funding as follows: It is an objective of the Strategy to support Local Authorities and State Bodies in promoting compact growth and sustainable development and in future proof our cities and towns in achieving the drawdown of investment funds, including national rural, urban, technology and climate funds, the EU Regional Operational Programmes and other EU funds available to the region. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective of the RSES to support local authorities and state bodies and other stakeholders and communities in achieving the drawdown of investment funds, including national rural, urban, technology and climate funds, the EU Regional Operational Programmes and other EU funds available to the Region. | Changes are welcome. As per previous assessment; 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 229 Monitoring the Strategy (former RPO M) | a. It is an objective to carry out a regular update of baseline data for monitoring purposes, including integration of baseline data from EPA State of the Environment Reports and NPWS Article 12 and Article 17 reporting and to make this data publicly available to facilitate evidence-based policy making and evaluation in the Region. b. It is an objective to support the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on transboundary sites and to address cross-boundary site and species protection. | Monitoring the Strategy The Southern Regional Assembly will put in place a robust and transparent monitoring system to ensure that the progress of the regional objectives can be tracked against their baseline data at regular intervals during the life of the Strategy. This will include: a. making baseline data available as a shared evidence base for the Region to Local Authorities and other public bodies which will inform the preparation and implementation of City & County Development Plans, Local Area Plans and Local Economic & Community Plans. b. It is an objective to carrying out a regular updates of baseline data for monitoring purposes, including integration of baseline data from other relevant reports, strategies and data repositories. date from EPA State of the Environment Reports and NPWS Article 12 and Article 17 reporting on to make this data publicly available to facilitate evidence-based policy making and evaluation in the Region. c. It is an objective to supporting the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on transboundary sites and to address cross-boundary site and species protection. d. achieving the objectives set out by RPO221 in relation to a functioning Monitoring Committee for the Strategy. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | The Southern Regional Assembly will put in place a robust and transparent monitoring system to ensure that the progress of the regional objectives are tracked against baseline data at regular intervals during the life of the Strategy. This includes: a. Making baseline data available as a shared evidence base, as appropriate, for the Region to local authorities and other public bodies which will inform the preparation and implementation of a local authority's Development Plans, Local Area Plans and Local Economic and Community Plans; b. Carrying out regular updates of baseline data for monitoring purposes, including integration of baseline data (including environmental data), if available, from other relevant reports, strategies and data repositories; c. Supporting the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on transboundary sites and to address cross-boundary site and species protection; d. Establishing a monitoring committee with cross-sectoral and cross-regional representation to oversee progress and contribute to the process. The process will facilitate the involvement of relevant stakeholders throughout the implementation of the RSES to provide input on progress. | Changes are welcome. As per previous assessment; 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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| Cork MASP Policy Objective 1: Cork Metropolitan Area | <p>a. To strengthen the role of the Cork Metropolitan Area as an international location of scale, a complement to Dublin and the primary driver of economic and population growth in the Southern Region</p> <p>b. To promote the Cork Metropolitan Area as a cohesive single metropolitan employment and property market where population and employment growth is integrated with: (i) the city centre as the primary location at the heart of the metropolitan area and region reinforced by (ii) the continued regeneration, consolidation and infrastructure led growth of the city centre, Cork City Docklands, Tivoli and suburban areas (iii) active land management initiatives to enable future infrastructure led expansion of the city and suburbs (to be assessed by Core Strategy initiatives) and (iv) the regeneration, consolidation and infrastructure led growth of metropolitan towns and other strategic employment locations in a sustainable manner.</p> <p>c. Seek co-ordinated investment and delivery of holistic infrastructure packages across State Departments and infrastructure delivery agencies as they apply to the Cork Metropolitan Area and seek further investments to deliver on the Metropolitan Area Goals (see Volume 2 Introduction to MASPs and Appendix 3).</p> <p>d. Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate</p> <p>e. The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region</p> | <p>a. To strengthen the role of the Cork Metropolitan Area as an international location of scale, a complement to Dublin and the primary driver of economic and population growth in the Southern Region</p> <p>b. To promote the Cork Metropolitan Area as a cohesive single functional entity cohesive single metropolitan employment and property market where population and employment growth is integrated with: (i) the city centre as the primary location at the heart of the metropolitan area and region reinforced by (ii) the continued regeneration, consolidation and infrastructure led growth of the city centre, Cork City Docklands, Tivoli and suburban areas (iii) active land management initiatives to enable future infrastructure led expansion of the city and suburbs (to be assessed by Core Strategy initiatives) and (iv) the regeneration, consolidation and infrastructure led growth of metropolitan towns and other strategic employment locations in a sustainable manner.</p> <p>c. Seek co-ordinated investment and delivery of holistic infrastructure packages across State Departments and infrastructure delivery agencies as they apply to the Cork Metropolitan Area and seek further investments to deliver on the Metropolitan Area Goals (see Volume 2 Introduction to MASPs and Appendix 3).</p> <p>d. The Cork MASP allows flexibility to respond to changes in planning policy, infrastructure requirements and prioritises that will arise in the area which will be added to Cork City as a result of the boundary extension, framed by the principles set out in RPO 8 Compact Growth in Metropolitan Areas, other objectives of the Cork MASP and MASP Goal 7 in Appendix 3.</p> <p>e. Support communities in Metropolitan Towns through regeneration initiatives, investment to support retrofitting holistic infrastructures (physical, social, recreational, public transport inter alia) and seek vibrant metropolitan communities with high quality of life, mixed uses and services planned in tandem with and delivered in infrastructure led sustainable compact growth of metropolitan settlements.</p> <p>f. Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate</p> <p>g. The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region</p> | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES | <p>(a): To strengthen the role of the Cork Metropolitan Area as an international location of scale, a complement to Dublin and a primary driver of economic and population growth in the Southern Region</p> <p>(b): To promote the Cork Metropolitan Area as a cohesive metropolitan employment and property market where population and employment growth is integrated with: (i) the city centre as the primary location at the heart of the metropolitan area and region reinforced by (ii) the continued regeneration, consolidation and infrastructure led growth of the city centre, Cork City Docklands, Tivoli and suburban areas (iii) active land management initiatives to enable future infrastructure led expansion of the city and suburbs (to be assessed by Core Strategy initiatives) and (iv) the regeneration, consolidation and infrastructure led growth of metropolitan towns and other strategic employment locations in a sustainable manner.</p> <p>(c): Seek co-ordinated investment and delivery of holistic infrastructure packages across State Departments and infrastructure delivery agencies as they apply to the Cork Metropolitan Area and seek further investments to deliver on the Metropolitan Area Goals (see Volume 2 Introduction to MASPs and Appendix 3).</p> <p>(d): The Cork MASP allows flexibility to respond to changes in planning policy, infrastructure requirements and prioritises that will arise in the area which will be added to Cork City as a result of the boundary extension, framed by the principles set out in RPO 8 Compact Growth in Metropolitan Areas, other objectives of the Cork MASP and MASP Goal 7 in Appendix 3.</p> <p>(e): Support communities in Metropolitan Towns through regeneration initiatives, investment to support retrofitting holistic infrastructures (physical, social, recreational, public transport, active travel networks including enhanced filtered mobility for pedestrians and cyclists inter alia), seek vibrant metropolitan communities with a high quality of life, mixed uses and services and seek the infrastructure led sustainable compact growth of metropolitan settlements.</p> <p>(f): Any reference to support for all plans, projects, activities and development in the MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate</p> <p>(g): The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region</p> | Changes are welcome. As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. |
| Cork MASP Policy Objective 2: Cork City | <p>a. To strengthen the consolidation and regeneration of Cork City Centre to drive its role as a vibrant living, retailing and working city, the economic, social and cultural heart of the Cork Metropolitan Area and Region.</p> <p>b. Seek investment to achieve the infrastructure led brownfield regeneration of the Cork City Docklands and Tivoli as high quality, mixed use sustainable waterfront urban quarters, transformative projects which set national and international good practice standards in innovation, green and quality design, exemplary urbanism and place making.</p> <p>c. Seek investment to achieve regeneration and consolidation in the city suburbs.</p> <p>d. To strengthen the attributes and opportunities for the city centre, including transformative initiatives such as the City Centre Strategy and other initiatives as identified by the City Development Plan (existing and future).</p> | <p>a. To strengthen the consolidation and regeneration of Cork City Centre to drive its role as a vibrant living, retailing and working city, the economic, social and cultural heart of the Cork Metropolitan Area and Region.</p> <p>b. Seek investment to achieve the infrastructure led brownfield regeneration of the Cork City Docklands and Tivoli as high quality, mixed use sustainable waterfront urban quarters, transformative projects which set national and international good practice standards in innovation, green and quality design, exemplary urbanism and place making.</p> <p>c. Seek investment to achieve regeneration and consolidation in the city suburbs</p> <p>c. Seek investment to achieve regeneration, consolidation in the city suburbs and high quality architectural and urban design responses to enhance the uses of this waterfront</p> <p>d. To strengthen the attributes and opportunities for the city centre, including transformative initiatives such as the City Centre Strategy and other initiatives as identified by the City Development Plan (existing and future).</p> <p>e. Seek investment for the enhancement and refurbishment of existing public buildings as a driver for private sector development e.g. English Market.</p> <p>f. Seek to achieve High Quality Design to reflect the high-quality architectural building stock.</p> <p>g. Seek delivery of a network of large city parks.</p> <p>h. Strengthen Social and Community Development</p> <p>i. Support active regeneration initiatives that are on-going, especially driven through the Local Economic Community Plan, Local Community Development Committee and RAPID initiatives.</p> <p>j. Seek investment towards initiatives that tackle high housing vacancy rates and seek conversion of vacant stock to active housing uses.</p> <p>k. Support investment in strategic national innovation enabling assets within the city, specifically the expansion of Tyndall National Institute to the North Mall and the development of UCC's new Cork University Business School in the city centre</p> | The additions to this RPO will have a positive impact on PHH and MA as they further promote the consolidation and regeneration of the Cork Metropolitan Area. However, the development of brownfield sites and regeneration projects have the potential for negative impacts as identified in the assessment and these should be taken into consideration in the feasibility assessment of sites. | <p>Seek delivery of the following subject to the required appraisal, planning and environmental assessment processes.</p> <p>(a): To strengthen the consolidation and regeneration of Cork City Centre to drive its role as a vibrant living, retailing and working city, the economic, social and cultural heart of the Cork Metropolitan Area and Region.</p> <p>(b): Seek investment to achieve the infrastructure led brownfield regeneration of the Cork City Docklands and Tivoli as high quality, mixed use sustainable waterfront urban quarters, transformative projects which set national and international good practice standards in innovation, green and quality design, exemplary urbanism and place making. (c): Seek investment to achieve regeneration and consolidation in the city suburbs and high quality architectural and urban design responses to enhance the uses of this waterfront and all urban quarters.</p> <p>(d): To strengthen the attributes and opportunities for the city centre, including transformative initiatives such as the City Centre Strategy and other initiatives as identified by the City Development Plan (existing and future).</p> <p>e. Seek investment for the enhancement and refurbishment of existing public buildings as a driver for private sector development e.g. English Market.</p> <p>f. Seek to achieve High Quality Design to reflect a high-quality architectural building stock in all urban quarters.</p> <p>g. Seek delivery of a network of large city parks and smaller green areas throughout the metropolitan area and inner-city areas.</p> <p>h. Strengthen Social and Community Development</p> <p>i. Support active regeneration initiatives that are on-going, especially driven through the Local Economic Community Plan, Local Community Development Committee and RAPID initiatives.</p> <p>j. Seek investment towards initiatives that tackle high housing vacancy rates and seek conversion of vacant stock to active housing uses.</p> <p>k. Support investment in strategic national innovation enabling assets within the city, specifically the expansion of Tyndall National Institute to the North Mall and the development of UCC's new Cork University Business School in the city centre</p> | Changes are welcome. As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. |
| Cork MASP Policy Objective 4 Cork Metropolitan Area Regional Interactions | <p>In support of the role of the Cork Metropolitan Area as the primary driver of economic and population growth in the Southern Region, seek to strengthen inter-regional and intra-regional connectivity (public transport, strategic road network and digital) subject to the outcome of environmental assessments and the planning process:</p> <p>a. Between the Cork Metropolitan Area and the other metropolitan areas of Galway, Limerick-Shannon and Waterford, strengthen connectivity to the Atlantic Economic Corridor, to the Kerry Hub and Knowledge Triangle and strengthen connectivity on the TEN-T Corridor.</p> <p>b. Between the Cork Metropolitan Area and Key Towns in the Southern Region, especially Key Towns in the South West which include Mallow, Clonakilty, Tralee and Killarney and Dungarvan in the South East.</p> <p>c. Between the Cork Metropolitan Area and settlements in a strategic North Cork AgriTech Network with Mallow Key Town, in a strategic West Cork Marine Network with Clonakilty Key Town and a central North and West Network connecting the two, initiatives which will be progressed through the County Development Plan process.</p> <p>d. Between the Cork Metropolitan Area and the ring towns of Bandon, Fermoy, Macroom, Kinsale and Youghal through the sustainable development of enhanced critical mass to attract new investment in employment, services and public transport and support Kinsale's role as a Principal Tourist Attraction.</p> | <p>In support of the role of the Cork Metropolitan Area as the primary driver of economic and population growth in the Southern Region, seek to strengthen inter-regional and intra-regional connectivity (public transport, strategic road network and digital) subject to the outcome of environmental assessments and the planning process:</p> <p>a. Between the Cork Metropolitan Area and the other metropolitan areas of Galway, Limerick-Shannon and Waterford, strengthen connectivity to the Atlantic Economic Corridor, to the Kerry Hub and Knowledge Triangle and strengthen connectivity to the TEN-T Network Corridor.</p> <p>b. Between the Cork Metropolitan Area and Key Towns in the Southern Region, especially Key Towns in the South West which include Mallow, Clonakilty, Tralee and Killarney and Dungarvan in the South East.</p> <p>c. Between the Cork Metropolitan Area and settlements in a strategic North Cork AgriTech Network with Mallow Key Town, in a strategic West Cork Marine Network with Clonakilty Key Town and a central North and West Network connecting the two, initiatives which will be progressed through the County Development Plan process.</p> <p>d. Between the Cork Metropolitan Area and the ring towns of Bandon, Fermoy, Macroom, Kinsale and Youghal through the sustainable development of enhanced critical mass to attract new investment in employment, services and public transport and support Kinsale's role as a Principal Tourist Attraction.</p> <p>e. Recognise the strategic service role of the Cork Metropolitan Area for the Gaeltacht.</p> <p>f. Support multi modal enhanced connectivity between Cork, Limerick-Shannon and Waterford (N20/M20, N24/M24 (via M8) and N25 corridors) and N28 upgrade to Ringaskiddy together with enhanced rail connectivity via the Limerick Junction Rail Hub.</p> | The amendments to this RPO support multi modal connectivity between the Metropolitan areas in the region referring in particular to specific roads and enhanced rail connectivity. This is positive for PHH and MA. However, all road and rail infrastructure should be subject to feasibility assessments, route selection studies, environmental assessments and the outcome of the planning process. | <p>In support of the role of the Cork Metropolitan Area as a primary driver of economic and population growth in the Region, seek to strengthen inter-regional and intra-regional connectivity (public transport, strategic road network and digital) subject to the outcome of environmental assessments and the planning process:</p> <p>(a): Between the Cork Metropolitan Area and the other metropolitan areas of Galway, Limerick-Shannon and Waterford, strengthen connectivity to the Atlantic Economic Corridor, to the Kerry Hub and Knowledge Triangle and strengthen connectivity to the TEN-T Network.</p> <p>(b): Between the Cork Metropolitan Area and Key Towns in the Southern Region, especially Key Towns in the South West which include Mallow, Clonakilty, Tralee and Killarney and Dungarvan in the South East.</p> <p>(c): Between the Cork Metropolitan Area and settlements in a strategic North Cork Agri-Tech Network with Mallow Key Town, in a strategic West Cork Marine Network with Clonakilty Key Town and a central North and West Network connecting the two, initiatives which will be progressed through the County Development Plan process.</p> <p>(d): Between the Cork Metropolitan Area and the ring towns of Bandon, Fermoy, Macroom, Kinsale and Youghal through the sustainable development of enhanced critical mass to attract new investment in employment, services and public transport and support Kinsale's role as a Principal Tourist Attraction.</p> <p>(e): Recognise the role of Cork City as a Gaeltacht Service City under the Gaeltacht Act 2012.</p> <p>(f): Support multi modal enhanced transport and digital connectivity between Cork, Limerick-Shannon and Waterford cities and metropolitan areas and the delivery of infrastructures as supported in objectives under Chapter 6 Connectivity.</p> | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. |
| Cork MASP Policy Objective 6 National Enablers | <p>a. It is an objective to seek sustainable delivery of enablers as identified in the NPF/NDP for the Cork Metropolitan Area and to progress co-ordination between the principal stakeholders, subject to required feasibility, planning and environmental assessment processes. Identification of suitable sites for regeneration and development should be supported by a quality site selection process that addresses environmental concerns.</p> <p>b. It is an objective to implement innovative and collaborative projects through funding mechanisms such as the Urban Regeneration and Development, Rural Regeneration and Development, Climate Action and Disruptive Technologies funds.</p> | <p>a. It is an objective to seek sustainable delivery of enablers as identified in the NPF/NDP for the Cork Metropolitan Area and to progress co-ordination between the principal stakeholders, subject to the recommendations of CMATS (see Section 4.0) and required feasibility, planning and environmental assessment processes. Identification of suitable sites for regeneration and development should be supported by a quality site selection process that addresses environmental concerns and high-quality design to drive increased density enabling the roll out of sustainable public transport solutions.</p> <p>b. It is an objective to implement innovative and collaborative projects through funding mechanisms such as the Urban Regeneration and Development, Rural Regeneration and Development, Climate Action and Disruptive Technologies funds.</p> | As per previous assessment; 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>(a): It is an objective to seek sustainable delivery of enablers as identified in the NPF/NDP for the Cork Metropolitan Area and to progress and co-ordination between the principal stakeholders, subject to the recommendations of CMATS (see Section 4.0) and required feasibility, planning and environmental assessment processes. Identification of suitable sites for regeneration and development should be supported by a quality site selection process that addresses environmental concerns high-quality design and evidence-based housing demand to drive increased density enabling the roll out of sustainable public transport solutions.</p> <p>(b) It is an objective to implement innovative and collaborative projects through funding mechanisms such as the Urban Regeneration and Development, Rural Regeneration and Development, Climate Action and Disruptive Technologies funds.</p> | As per previous assessment; 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>Cork MASP Policy Objective 7 Integrated Landuse and Transport Planning</p> | <p>Seek delivery of the following subject to the outcomes of required appraisal, planning and environmental assessment processes:</p> <p>a. It is an objective to prepare a Cork Metropolitan Area Transport Strategy (CMATS)</p> <p>b. Seek investment and delivery of sustainable transport infrastructure as identified through a Cork Metropolitan Area Transport Strategy.</p> <p>c. The Core Strategies of City and County Development Plans in the Cork Metropolitan Area shall allocate the distribution of future population and employment growth with the integration of land use and transportation planning principles, public transport nodal points and targets identified through the Cork Metropolitan Area Transport Strategy, which will be subject to the relevant environmental requirements including SEA and AA as appropriate.</p> <p>d. Achieve the National Strategic Outcomes of the NPF, through the sustainable and infrastructure led:</p> <ul style="list-style-type: none"> • Regeneration, consolidation and growth of the City Centre, Docklands and city suburban areas. • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along a potential new Light Rail Corridor • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along a Suburban Rail Corridor • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along BusConnects corridors. <p>e. Seek sustainable higher densities where practicable at public transport nodal points.</p> | <p>Seek delivery of the following subject to the outcomes of required appraisal, planning and environmental assessment processes including SEA and AA as appropriate:</p> <p>a. It is an objective to prepare a Cork Metropolitan Area Transport Strategy (CMATS)</p> <p>b. Seek investment and delivery of sustainable transport infrastructure as identified through a Cork Metropolitan Area Transport Strategy and delivery of e-mobility infrastructures to enable a greater shift away from traditional use of private car transport.</p> <p>c. The Core Strategies of City and County Development Plans in the Cork Metropolitan Area shall allocate the distribution of future population and employment growth with the integration of land use and transportation planning principles, public transport nodal points and targets identified through the Cork Metropolitan Area Transport Strategy, which will be subject to the relevant environmental requirements including SEA and AA as appropriate.</p> <p>d. Achieve the National Strategic Outcomes of the NPF, through the sustainable and infrastructure led:</p> <ul style="list-style-type: none"> • Regeneration, consolidation and growth of the City Centre, Docklands and city suburban areas. • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along a potential new Light Rail Corridor • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along a Suburban Rail Corridor • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along strategic bus network corridors. <p>e. Identify and deliver strategic locations for increased residential, employment and nodal locations where there is a strong interconnection between the planned Light Rail Transit Route and the BusConnects infrastructure.</p> <p>f. Seek sustainable higher densities where practicable at public transport nodal points.</p> | <p>As per previous assessment; 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>Seek delivery of the following subject to the outcomes of required appraisal, planning and environmental assessment processes including SEA and AA as appropriate.</p> <p>(a) It is an objective to prepare a Cork Metropolitan Area Transport Strategy</p> <p>(b) Seek investment and delivery of sustainable transport infrastructure as identified through the Cork Metropolitan Area Transport Strategy and delivery of e-mobility infrastructures.</p> <p>(c): The Core Strategies of City and County Development Plans in the Cork Metropolitan Area shall allocate the distribution of future population and employment growth with the integration of land use and transportation planning principles, public transport nodal points and targets identified through the Cork Metropolitan Area Transport Strategy.</p> <p>(d): Achieve the National Strategic Outcomes of the NPF, through the sustainable and infrastructure led:</p> <ul style="list-style-type: none"> • Regeneration, consolidation and growth of the City Centre, Docklands and city suburban areas. • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along a potential new Light Rail Corridor • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along a Suburban Rail Corridor • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along strategic bus network corridors. <p>(e): Identify and deliver strategic locations for increased residential and employment use at public transport interchange locations relating to the proposed Light Rail Transit Route, Suburban Rail and the strategic bus network, where high levels of accessibility by public transport can be achieved. .</p> <p>(f): Seek sustainable higher densities where practicable at public transport nodal points.</p> | <p>As per previous assessment; 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>Cork MASP Policy Objective 8 Cork Metropolitan Area Transport Strategy (CMATS)</p> | <p>Seek delivery of the following subject to the outcomes of required appraisal, planning and environmental assessment processes:</p> <p>a. The SRA will seek investment in the sustainable development and implementation of the Cork Metropolitan Area Strategic Transport Strategy and transport initiatives that improve connectivity between the metropolitan area, wider Cork context and wider region. The strategy shall be subject to requires SEA/AA and environmental assessment processes.</p> <p>b. The SRA will seek the Core Strategies of Local Authority Development Plans to identify the public transport corridors and station nodal points on those corridors in Cork Metropolitan Area arising from the Cork Metropolitan Area Strategic Transport Strategy which have potential for high density development/regeneration. Core Strategies shall identify the appropriate land use zonings for these public transport nodal points and demonstrate the effective alignment between land use and transport infrastructure planning and delivery of the NPF Compact Growth targets as they apply to the Cork Metropolitan Area.</p> <p>The following principles are supported by the SRA for investment and sustainable delivery in the Cork Metropolitan Area such as feasibility, planning and environmental processes where applicable:</p> <p>c. East-West Light Rail Public Transport Corridor: A strategic east-west public transport corridor from Mahon to Ballincollig via the City Centre, serving CIT, CUH, UCC, Kent Station, Docklands, Mahon Point. The corridor requires development consolidation along it at appropriate nodal points for a high capacity service.</p> <p>d. Rail Network: Strategic public transport services along the existing rail lines. Strategic priorities will include enhance the commuter rail service with additional stations and fleet, improve intercity journey times and electrification of fleet. On the suburban rail network, the following key components are proposed:</p> <ul style="list-style-type: none"> * P&R and new station at Blarney/Stone View * New station to serve Monard SDZ * New station to regenerate and intensify Blackpool/Kilbarry * Kent Station as a key interchange node between city centre walking/cycling, LRT and bus network. * New station Tivoli Docks * P&R and new station at Dunkettle. * To Cobh, improved signal operations and new station at Ballynoe interchanging with bus services. * To Midleton, new station Carrigtwohill West, dual track and new station at Water Rock. <p>* Secure the long-term strategic aim of reopening the rail route linking Cork and Midleton to Youghal while also allowing for the development of a greenway from Midleton to Youghal and still allow for future rail use if feasible at a later stage.</p> <p>e. Core Bus Network: A comprehensive network of high frequency bus services providing radial services to other corridors and orbital services across the network. Delivery of Cork BusConnects network, Core Radial Bus Network, Orbital Bus Network, Cross City Network, Supporting Radial Bus Services, Bus Priority, Regional Bus Networks and Metropolitan Town Bus Services are all key components.</p> <p>f. Movement Strategy: Delivery of the Cork City Centre Movement Strategy 2018-2024</p> <p>g. Walking: Make Cork the most walkable city in Ireland, implement and further</p> | <p>New Title: Key Transport Objectives (to be informed by Cork Metropolitan Area Transport Strategy)</p> <p>Seek delivery of the following subject to the finalisation of the Cork Metropolitan Area Transportation Strategy (CMATS) and the outcomes of required appraisal, planning and environmental assessment processes including SEA/AA as appropriate.</p> <p>a. The SRA will seek investment in the sustainable development and implementation of the Cork Metropolitan Area Strategic Transport Strategy and transport initiatives that improve connectivity between the metropolitan area, wider Cork context and wider region.</p> <p>b. The SRA will seek the Core Strategies of Local Authority Development Plans to identify the public transport corridors and public transport nodes-station nodal points on those corridors in Cork Metropolitan Area arising from the CMATS Cork Metropolitan Area Strategic Transport Strategy which have potential for high density development/regeneration. Core Strategies shall identify the appropriate land use zonings for these public transport nodal points and demonstrate the effective alignment between land use and transport infrastructure planning and delivery of the NPF Compact Growth targets as they apply to the Cork Metropolitan Area.</p> <p>Transport Investment Objectives-The following principles are supported by the SRA as a basis for the sustainable growth of the Cork Metropolitan Area for investment and sustainable delivery in the Cork Metropolitan Area subject to the recommendation of the CMATS and feasibility, planning and environmental processes where applicable:</p> <p>c. Integration of All Sustainable Travel Modes: Infrastructure to provide for integration between all modes of transport to support the use of sustainable travel choices.</p> <p>d. East-West Light Rail Public Transport Corridor: A strategic east-west public transport corridor from Mahon to Ballincollig via the City Centre, serving CIT, CUH, UCC, Kent Station, Docklands, Mahon Point. The corridor requires development consolidation along it at appropriate nodal points for a high capacity service.</p> <p>e. Rail Network: Strategic public transport services along the existing rail lines. Strategic priorities will include enhance the commuter rail service with additional stations and fleet, improve intercity journey times and electrification of fleet. On the suburban rail network, the following key components are proposed:</p> <ul style="list-style-type: none"> * P&R and new station at Blarney/Stone View * New station to serve Monard SDZ * New station to regenerate and intensify Blackpool/Kilbarry * Kent Station as a key interchange node between city centre walking/cycling, LRT and bus network. * New station Tivoli Docks * P&R and new station at Dunkettle. * To Cobh, improved signal operations and new station at Ballynoe interchanging with bus services. * To Midleton, new station Carrigtwohill West, dual track and new station at Water Rock. <p>* Secure the long-term strategic aim of reopening the rail route linking Cork and Midleton to Youghal while also allowing for the development of a greenway from Midleton to Youghal and still allow for future rail use if feasible at a later stage subject to SEA/AA and protection of the Ballyvergan Marsh proposed Natural Heritage Area.</p> <p>f. Core Bus Network: A comprehensive network of high frequency bus services operating on a core radial and orbital bus network as provided for in CMATS providing radial services to other corridors and orbital services across the network. Delivery of Cork BusConnects network, Core Radial Bus Network, Orbital Bus Network, Cross City Network, Supporting Radial Bus Services, Bus Priority, Regional Bus Networks and Metropolitan Town Bus Services are all key components.</p> <p>g. City Centre Movement Strategy: Delivery of the Cork City Centre Movement Strategy 2018-2024</p> <p>h. Walking: Make Cork the most walkable city in Ireland, implement and further develop upon the Cork City Walking Strategy 2013-2018 and strengthen the role of walking through improved walkability, with a particular focus on new development areas, access to services at the local level (including public transport, schools, shops, amenities) and improved pedestrian accessibility to and within the City Centre area, Town/District Centres and Neighbourhood Centres</p> <p>walking-network-district-and-neighbourhood-walking-networks, city-and-town-centre-accessibility. Seek and support greenways for walking in addition to cycling.</p> <p>i. Cycling: Implement and further develop upon the Cork Metropolitan Area Cycle Network Plan 2017, invest in infrastructure to support the integration of cycle networks throughout the Cork Metropolitan Area and region, improve and develop primary, secondary, greenway (including the Lee to Sea Greenway) and feeder cycle networks and support cycling through provision of a high proportion of segregated cycleways to provide a safe infrastructure for all cycling-infrastructures-including-cycle-lanes, cycle-parking, cycle-hire-schemes-(Cork-City-Cycle-Hire-Scheme)-and-facilities-in-places-of-work.</p> <p>j. Public Transport Integration: provision for interchange opportunities across all modes of transport together with information provision and revised fare structures.</p> <p>k. Road Network Improvements: Improvements to the road network to support the sustainable growth of the metropolitan area, while also providing appropriate strategic provision for the movement of goods. Investment in the road network supports sustainable travel modes (walking, cycling, bus networks), supports strategic inter urban and inter regional freight traffic, especially between ports and airports. Improvements discourage secondary local trip and urban expansion based on road corridors. Strategic road corridors identified by separate objective.</p> <p>l. Other Strategic Road Priorities will include implementation of City Centre Movement</p> | <p>As per previous assessment; 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>Key Transport Objectives (to be informed by and subject to the recommendations of Cork Metropolitan Area Transport Strategy)</p> <p>Subject to the finalisation of the Cork Metropolitan Area Transportation Strategy (CMATS) and the outcomes of required appraisal, planning and environmental assessment processes including SEA/AA as appropriate:</p> <p>a. The SRA will seek investment in the sustainable development and implementation of the Cork Metropolitan Area Strategic Transport Strategy and transport initiatives that improve connectivity between the metropolitan area, wider Cork context and wider region.</p> <p>b. The SRA will seek the Core Strategies of Local Authority Development Plans to identify the public transport corridors and public transport nodes on those corridors in Cork Metropolitan Area arising from the CMATS which have potential for high density development/regeneration. Core Strategies shall identify the appropriate land use zonings for these public transport nodal points and demonstrate the effective alignment between land use and transport infrastructure planning and delivery of the NPF Compact Growth targets as they apply to the Cork Metropolitan Area.</p> <p>Transport Investment Objectives are supported by the SRA as a basis for the sustainable growth of the Cork Metropolitan Area subject to the recommendation of the CMATS and feasibility, planning and environmental processes where applicable</p> <p>c. Integration of All Sustainable Travel Modes: Infrastructure to provide for integration between all modes of transport to support the use of sustainable travel choices</p> <p>d. East-West Light Rail Public Transport Corridor: A strategic east-west public transport corridor from Mahon to Ballincollig via the City Centre, serving CIT, CUH, UCC, Kent Station, Docklands, Mahon Point. The corridor requires development consolidation along it at appropriate nodal points for a high capacity service.</p> <p>e. Rail Network: Strategic public transport services along the existing rail lines. Strategic priorities will include investment in the Cork Rail Network (serving locations such as Monard, Carrigtwohill, Midleton, Cobh) and enhancing the commuter rail service with additional stations and fleet, improve intercity journey times and electrification of fleet. On the suburban rail network, the following key components are proposed:</p> <ul style="list-style-type: none"> • P&R and new station at Blarney/Stone View • New station to serve Monard SDZ • New station to regenerate and intensify Blackpool/Kilbarry • Kent Station as a key interchange node between city centre walking/cycling, LRT and bus network. • New station Tivoli Docks • P&R and new station at Dunkettle. • To Cobh, improved signal operations and new station at Ballynoe interchanging with bus services. • To Midleton, new station Carrigtwohill West and IDA Carrigtwohill East/ Ballyadam when developed, dual track and new station at Water Rock. <p>• The development of a greenway from Midleton to Youghal and still allow for future rail use if feasible at a later stage subject to SEA/AA and protection of the Ballyvergan Marsh proposed Natural Heritage Area.</p> <ul style="list-style-type: none"> • Support the feasibility of designating Malloy as a Commuter Rail Station (which will assist a revised fare structure) and the opportunity this presents to encouraging a modal shift for commuters in North Cork <p>f. Core Bus Network: A comprehensive network of high frequency bus services operating on a core radial and orbital bus network as provided for in CMATS</p> <p>g. City Centre Movement Strategy: Delivery of the Cork City Centre Movement Strategy 2018-2024</p> <p>h. Walking: Make Cork the most walkable city in Ireland, implement and further develop upon the Cork City Walking Strategy 2013-2018 and strengthen the role of walking through improved walkability, with a particular focus on new development areas, access to services at the local level and improved pedestrian accessibility to and within the City Centre area, Town/District Centres and Neighbourhood Centres. Seek and support greenways for walking in addition to cycling.</p> <p>i. Cycling: Implement and further develop upon the Cork Metropolitan Area Cycle Network Plan 2017, invest in infrastructure to support the integration of the cycle networks throughout the Cork Metropolitan Area and region, improve and develop primary, secondary, greenway (including the Lee to Sea Greenway) and feeder cycle networks and support cycling through provision of a high proportion of segregated cycleways to provide a safe infrastructure for all.</p> | <p>As per previous assessment; 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>Examples and Monard SDZ</p> |

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| | <p>develop upon the Cork City Walking Strategy 2013-2018 and strengthen the role of walking through improved walking network, district and neighbourhood walking networks, city and town centre accessibility.</p> <p>h. Cycling: Implement and further develop upon the Cork Metropolitan Area Cycle Network Plan 2017, improve and develop primary, secondary, greenway and feeder cycle networks and support cycling through infrastructures including cycle lanes, cycle parking, cycle hire schemes (Cork City Cycle Hire Scheme) and facilities in places of work.</p> <p>i. Public Transport Integration: provision for interchange opportunities together with information provision and revised fare structures;</p> <p>j. Road Network Improvements: Improvements to the road network to support the sustainable growth of the metropolitan area, while also providing appropriate strategic provision for the movement of goods. Investment in the road network supports sustainable travel modes (walking, cycling, bus networks), supports strategic inter urban and inter regional freight traffic, especially between ports and airports. Improvements discourage secondary local trip and urban expansion based on road corridors. Strategic road corridors identified by separate objective.</p> <p>k. Other Strategic Road Priorities will include implementation of City Centre Movement Strategy, Cork Docklands and Tivoli Docks bridge (South Docks Eastern Gateway Bridge, Mill Road) and road infrastructure (South Docks and North Docks Roads, Tivoli Access).</p> <p>l. Management of freight around metropolitan Cork, enabled through Port of Cork relocation to Ringskiddy, construction, logistics and delivery centres.</p> <p>m. Supporting Measures: Further measures to support the delivery of the Strategy, including parking management, Park and Ride, demand management, mobility management, behavioural change programmes, etc</p> | <p>Strategy, Cork Docklands and Tivoli Docks bridge (South Docks Eastern Gateway Bridge, Mill Road) and road infrastructure (South Docks and North Docks Roads, Tivoli Access).</p> <p>im Management of freight around metropolitan Cork, enabled through Port of Cork relocation to Ringskiddy, construction, logistics and delivery centres.</p> <p>n. Supporting Measures: Further measures to support the delivery of the Strategy-CMATs key transport objectives including parking management, Park and Ride, demand management, mobility management, behavioural change programmes.</p> | | <p>Public Transport Integration: provision for interchange opportunities across all modes of transport together with information provision and revised fare structures.</p> <p>k. Road Network Improvements: Improvements to the road network to support the sustainable growth of the metropolitan area, while also providing appropriate strategic provision for the movement of goods. Investment in the road network supports sustainable travel modes (walking, cycling, and bus networks), supports strategic inter urban and inter regional freight traffic, especially between ports and airports. Improvements discourage secondary local trip and urban expansion based on road corridors. Strategic road corridors identified by separate objective.</p> <p>l. Other Strategic Road Priorities will include implementation of City Centre Movement Strategy, Cork Docklands and Tivoli Docks bridge (South Docks Eastern Gateway Bridge, Mill Road) and road infrastructure (South Docks and North Docks Roads, Tivoli Access).</p> <p>m. Management of freight around metropolitan Cork, enabled through Port of Cork relocation to Ringskiddy construction, logistics and delivery centres.</p> <p>n. Supporting Measures: Further measures to support the delivery of CMATs key transport objectives including parking management, Park and Ride, demand management, mobility management and behavioural change programmes.</p> | |
| <p>Cork MASP Policy Objective 9 Strategic Road Network Improvements</p> | <p>Seek delivery of the following subject to the outcomes of required appraisal, planning and environmental assessment processes.</p> <p>a. The SRA will seek investment in the implementation and sustainable development of strategic road network improvements for the Cork Metropolitan Area and its improved connectivity to the wider region. This will include the delivery of the following subject to feasibility, planning and environmental assessment processes.</p> <p>b. Delivery of current Government programmed and proposed national road network improvement schemes relating to the Cork Metropolitan Area and associated inter-urban connecting roads</p> <p>c. Advancing orbital traffic management solutions, through the implementation of appropriate demand management measures, on the N40 and provision of alternative local roads, as deemed necessary. Specific measures should not be introduced in isolation, but only after due consideration of the impacts on access and movement across the city and suburbs, and progressed in parallel with the introduction of the necessary appropriate alternatives to service affected traffic movements</p> <p>d. Enhanced regional connectivity through improved average journey times by road to Limerick and Waterford via proposed M20 Limerick to Cork and the targeted enhancement of the N25 between Cork and Waterford</p> <p>e. Improved connectivity Cork City to Cork Airport</p> <p>f. Dunkettle Interchange</p> <p>g. Cork Northern Ring Road connecting the N22 to the M8 (identified in the NDP as a complementary scheme to the M20).</p> <p>h. Cork Northern Distributor Road</p> <p>i. Access for Monard SDZ (a key enabler for Cork under the NPF)</p> <p>j. Cork City Docks and Tivoli Bridge and Street Infrastructure (including Eastern Gateway Bridge) Cork Docklands infrastructure is a key enabler for Cork under the NPF.</p> <p>k. Improved connectivity Cork City to Cork Airport including N27 (dedicated public transport corridor).</p> <p>l. Improved N22, N25, N27, N71 Inter Regional and Intra Regional corridors.</p> <p>m. Upgrade of the R624 Regional Road Linking N25 to Marino Point and Cobh</p> <p>n. Upgrade of the R630 Regional Road Linking Middleton to Whitegate Road (Energy Hub).</p> <p>o. Cork Science and Innovation Park Access (a key enabler for Cork under the NPF)</p> <p>p. Transport packages including road upgrades, relief roads, enhanced public realm, walking and cycling infrastructure for metropolitan towns and urban expansion areas.</p> <p>q. North East Orbital Road (access for residential lands and public transport infrastructure Ballyvolane).</p> <p>r. Advancing transport study measures for Little Island.</p> | <p>Seek delivery of the following subject to the outcomes of required appropriate project appraisal, planning and environmental assessment processes including SEA/AA as appropriate. The upgrade of public transport networks must be the priority for strategic road network improvements under this objective.</p> <p>a. The SRA will seek investment in the management, implementation and sustainable development of strategic road network improvements for the Cork Metropolitan Area and its improved connectivity to the wider region. This will include the delivery of the following:</p> <p>b. Delivery of current Government programmed and proposed national road network improvement schemes relating to the Cork Metropolitan Area and associated inter-urban connecting roads</p> <p>c. Advancing investment in orbital transport corridors orbital traffic management solutions, through the implementation of appropriate demand management measures, on the N40 and provision of alternative local roads, as deemed necessary. Specific measures should not be introduced in isolation, but only after due consideration of the impacts on access and movement across the city and suburbs, and progressed in parallel with the introduction of the necessary appropriate alternatives to service affected traffic movements</p> <p>d. Enhanced regional connectivity through improved average journey times by road to Limerick and Waterford via proposed M20 Limerick to Cork and the targeted enhancement of the N25 between Cork and Waterford</p> <p>e. Improved connectivity Cork City to Cork Airport including the provision of bus priority lanes on the N27 and an improvement in the alignment of the R600 south of the Airport (refer to Cork MASP Policy Objective 14).</p> <p>f. Improved connectivity to the Port of Cork on the N28 Cork to Ringskiddy route</p> <p>g. Dunkettle Interchange</p> <p>h. Cork Northern Ring Road connecting the N22 to the M8 (identified in the NDP as a complementary scheme to the M20) to be informed by the Cork Metropolitan Area Transport Strategy (CMATS). The outcome of the finalised CMATS is required to determine the nature and status of the scheme.</p> <p>i. Cork Northern Distributor Road connecting the N8, all radial distributor roads in the Northern Suburbs and environs of the City, the N20 and the N22</p> <p>k. Access for Monard SDZ (a key enabler for Cork under the NPF)</p> <p>k. Cork City Docks and Tivoli Bridge and Street Infrastructure (including Eastern Gateway Bridge) Cork Docklands infrastructure is a key enabler for Cork under the NPF.</p> <p>l. Improved connectivity Cork City to Cork Airport including N27 (dedicated public transport corridor).</p> <p>j. Cork City Docks and Tivoli Bridge and Street Infrastructure (including Eastern Gateway Bridge) Cork Docklands infrastructure is a key enabler for Cork under the NPF.</p> <p>n. Upgrade of the R624 Regional Road Linking N25 to Marino Point and Cobh subject to required feasibility, planning and environmental assessment process and support the designation of this route to National Road Status.</p> <p>o. Upgrade of the R630 Regional Road Linking Middleton to Whitegate Road (Energy Hub) and support the designation of this route to National Road Status.</p> <p>p. Cork Science and Innovation Park Access (a key enabler for Cork under the NPF)</p> <p>q. Transport packages including road upgrades, relief roads, enhanced public realm, walking and cycling infrastructure for metropolitan towns and urban expansion areas.</p> <p>r. North East Orbital Road (access for residential lands and public transport infrastructure Ballyvolane).</p> <p>s. Advancing transport study measures for Little Island.</p> | <p>As per previous assessment; 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>Strategic Road Network Improvements</p> <p>Seek delivery of the following subject to the outcomes of required appropriate project appraisal, planning and environmental assessment processes including SEA/AA as appropriate. The upgrade of public transport networks must be the priority for strategic road network improvements under this objective.</p> <p>Sustainable proposals that facilitate the implementation of public transport networks on the strategic road network will be supported.</p> <p>a. The SRA will seek investment in the management, implementation and sustainable development of strategic road network improvements for the Cork Metropolitan Area and its improved connectivity to the wider region. This will include the delivery of the following:</p> <p>b. Delivery of current Government programmed and proposed national road network improvement schemes relating to the Cork Metropolitan Area and associated inter-urban connecting roads</p> <p>c. Advancing investment in orbital transport corridors through the implementation of appropriate demand management measures, on the N40 and provision of alternative local roads, as deemed necessary. Specific measures should not be introduced in isolation, but only after due consideration of the impacts on access and movement across the city and suburbs, and progressed in parallel with the introduction of the necessary appropriate alternatives to service affected traffic movements</p> <p>d. Enhanced regional connectivity through improved average journey times by road to Limerick and Waterford via proposed M20 Limerick to Cork and the targeted enhancement of the N25 between Cork and Waterford</p> <p>e. Improved connectivity Cork City to Cork Airport including the provision of bus priority lanes on the N27 and an improvement in the alignment of the R600 south of the Airport (refer to Cork MASP Policy Objective 14).</p> <p>f. Improved connectivity to the Port of Cork and strategic employment areas on the N28 Cork to Ringskiddy route.</p> <p>g. Dunkettle Interchange</p> <p>h. A Cork Northern Ring Road (CNRR) is a complementary scheme to the N/M20 Cork to Limerick Road Improvement Scheme, identified in the NDP. It has been assessed as part of the Cork Metropolitan Area Transport Strategy (CMATS). It is expected that the CNRR project will be planned for implementation during the latter period of the CMATS. The finalisation of a route corridor and its protection from development intrusion is an objective of CMATS to allow for changing circumstances including potentially an earlier project delivery requirement.</p> <p>i. Cork Northern Distributor Road delivering a multi-modal orbital public transport route, accessing planned development lands, connecting to radial distributor roads and providing connectivity at its western end to join the existing N22.</p> <p>j. Access for Monard SDZ (a key enabler for Cork under the NPF)</p> <p>k. Cork City Docks and Tivoli Bridge and Street Infrastructure (including Eastern Gateway Bridge) Cork Docklands infrastructure is a key enabler for Cork under the NPF.</p> <p>l. Improved N22, N25, N27, N71 Inter Regional and Intra Regional corridors.</p> <p>m. Upgrade of the R624 Regional Road Linking N25 to Marino Point and Cobh subject to required feasibility, planning and environmental assessment processes and support the designation of this route to National Road Status</p> <p>n. Upgrade of the R630 Regional Road Linking Middleton to Whitegate Road (Energy Hub) and support the designation of this route to National Road Status.</p> <p>o. Cork Science and Innovation Park Access (a key enabler for Cork under the NPF)</p> <p>p. Transport packages including road upgrades, relief roads, enhanced public realm, walking and cycling infrastructure for metropolitan towns and urban expansion areas.</p> <p>q. North East Orbital Road (access for residential lands and public transport infrastructure Ballyvolane).</p> <p>r. Advancing transport study measures for Little Island.</p> <p>S. Provide improved access infrastructure to IDA Carrigtwohill East / Adam strategic site (N25)</p> | <p>The changes are positive for PHH and MA. All schemes will be subject to project appraisal, planning and environmental assessment processes.</p> <p>As per previous assessment; 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>Cork MASP Policy Objective 11 Transition to Digital Future</p> | <p>The SRA will seek investment in the delivery of accessible and improved high speed, high capacity digital infrastructure in the Cork Metropolitan Area subject to the outcome of environmental assessments and the planning process including:</p> <ul style="list-style-type: none"> Support and seek investment in the actions of Local Authority Digital Strategies Support Cork City Councils participation in the European Commission's Digital Cities Challenge programme to develop a digital transformation vision and action plan for Cork to enable a better quality of life in a greener, more innovative and smarter city. Support the initiatives of the Cork Smart Gateway to enable a better quality of life, greener and more innovative and smarter city and metropolitan area. Support Cork County Council's Digital Strategy for the County, harnessing the roll out and delivery of high capacity ICT infrastructure and high-speed broadband to improve "relational proximity", where peripheral locations can interact more successfully with larger urban centres and the metropolitan area. Support and seek investment in initiatives enhancing digital infrastructure access in our public buildings and spaces, such as Cork's participation in the WiFi4EU Initiative. | <p>The SRA will seek investment in the delivery of accessible and improved high speed, high capacity digital infrastructure in the Cork Metropolitan Area subject to the outcome of environmental assessments and the planning process including:</p> <ul style="list-style-type: none"> Support and seek investment in the actions of Local Authority Digital Strategies Support and seek investment in Cork City and Cork County Council's Digital Strategies, harnessing the roll out and delivery of various forms of high capacity ICT infrastructure that will support the Digital transformation of Cork and which recognises that ICT or digital connectivity infrastructure requirements will vary depending on the desired outcome, location, activity etc. Support the collection of better real time city data to enable city users and management to make better data driven decisions. Support Cork City Councils participation in the European Commission's Digital Cities Challenge programme to develop a digital transformation vision and action plan for Cork to enable a better quality of life in a greener, more innovative and smarter city. Support the initiatives of the Cork Smart Gateway to enable a better quality of life, greener and more innovative and smarter city and metropolitan area. Support Cork County Council's Digital Strategy for the County, harnessing the roll out and delivery of high capacity ICT infrastructure and high-speed broadband to improve "relational proximity", where peripheral locations can interact more successfully with larger urban centres and the metropolitan area. Support and seek investment in initiatives enhancing digital infrastructure access in our public buildings and spaces, such as Cork's participation in the WiFi4EU Initiative. | <p>As per previous assessment; 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>The SRA will seek investment in the delivery of accessible and improved high speed, high capacity digital infrastructure in the Cork Metropolitan Area subject to the outcome of environmental assessments and the planning process including:</p> <ul style="list-style-type: none"> Support and seek investment in Cork City and Cork County Council's Digital Strategies, harnessing the roll out and delivery of various forms of high capacity ICT infrastructure that will support the Digital transformation of Cork and which recognises that ICT or digital connectivity infrastructure requirements will vary depending on the desired outcome, location, activity etc. Support the collection of better real time city data to enable city users and management to make better data driven decisions. Support Cork City Councils participation in the European Commission's Digital Cities Challenge programme to develop a digital transformation vision and action plan for Cork to enable a better quality of life in a greener, more innovative and smarter city. Support the initiatives of the Cork Smart Gateway to enable a better quality of life, greener and more innovative and smarter city and metropolitan area. Support Cork County Council's Digital Strategy for the County, harnessing the roll out and delivery of high capacity ICT infrastructure and high-speed broadband to improve "relational proximity", where peripheral locations can interact more successfully with larger urban centres and the metropolitan area. Support and seek investment in initiatives enhancing digital infrastructure access in our public buildings and spaces, such as Cork's participation in the WiFi4EU Initiative. | <p>No change.</p> |
| <p>Cork MASP Policy Objective 12 Infrastructure for Strategic Employment Locations</p> | <p>a. It is an objective to support the sustainable development of identified and future Strategic Employment Locations and to ensure the delivery of associated infrastructural requirements subject to the outcome of environmental assessments and the planning process.</p> <p>b. Seek investment and inter agency coordination to the delivery of infrastructure packages to assist the sustainable growth, regeneration and integration of employment land use and sustainable transport planning for existing and future identified locations in the Cork Metropolitan Area.</p> | <p>a. It is an objective to support the sustainable development of identified and future Strategic Employment Locations and to ensure the delivery of associated infrastructural requirements subject to the outcome of environmental assessments and the planning process.</p> <p>b. Seek investment and inter agency coordination to the delivery of infrastructure packages to assist the sustainable growth, regeneration and integration of employment land use and sustainable transport planning for existing and future identified locations in the Cork Metropolitan Area.</p> <p>c. Seek sustainable infrastructure investment and support masterplan implementation of HEIs including UCC and CIT and associated centres of research, development and innovation which are supported as strategic regional economic drivers in the Cork MASP.</p> <p>d. Seek sustainable infrastructure investment and support masterplan implementation of the Cork Science and Innovation Park at Curraheen which is supported as a strategic regional economic driver in the Cork MASP.</p> | <p>The amendments to this RPO seek to support the sustainable development of educational and research facilities, which is positive for PHH and MA and the broader environment. As with any infrastructure development, robust feasibility, site selection and environmental assessment are required to inform decision making.</p> | <p>Infrastructure for Strategic Employment Locations (a): It is an objective to support the sustainable development of identified and future Strategic Employment Locations and to ensure the delivery of associated infrastructural requirements subject to the outcome of environmental assessments and the planning process.</p> <p>(b): Seek investment and inter agency co-ordination to the delivery of infrastructure packages to assist the sustainable growth, regeneration and integration of employment land use and sustainable transport planning for existing and future identified locations in the Cork Metropolitan Area.</p> <p>c. Seek sustainable infrastructure investment and support masterplan implementation of HEIs including UCC and CIT and associated centres of research, development and innovation which are supported as strategic regional economic drivers in the Cork MASP.</p> <p>d. Seek sustainable infrastructure investment and support masterplan implementation of the Cork Science and Innovation Park at Curraheen which is supported as a strategic regional economic driver in the Cork MASP.</p> | <p>No change.</p> |

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| Cork MASP Policy Objective 13 Ports of Cork | <p>a. Support sustainable development and investment in the Port of Cork balanced with the protection of the natural environment and Cork Harbour SPA and promote its role as a Tier 1 International Port and driver for the metropolitan, regional and State economy. To support this role, the Cork MASP seeks the following subject to the outcome of required feasibility, assessment and environmental processes:</p> <ul style="list-style-type: none"> The sustainable development of port infrastructure and facilities under the port's strategic development plans balanced with the protection of Cork Harbour's natural environment. Improved quality of inter-regional transport connectivity and networks improving access to the Port of Cork particularly for freight movement and the quality of the TEN-T Corridor. Investment in strategic transport corridors as referenced in CMATS and Cork MASP The relocation of existing port activities from Cork City and investment in infrastructure to remediate sites and enable regeneration of the Cork City Docks and Tivoli. The appropriate location of SEVESO activities and relocation of these activities from the city docklands subject to required planning and environmental law processes. The sustainable development and strengthening of cruise tourism. Support the feasibility, in co-ordination with relevant stakeholders, to create a more integrated and streamlined approach between planning, environmental and foreshore consenting. Co-ordinate with the relevant Government departments and stakeholders to align the RSES and MASP with opportunities for the region under Marine Spatial Planning. Support investment in the sustainable renewal, development and key interventions that will drive forward the potential of key assets in the Cork Harbour area balanced with protection of the nature conservation values of Cork Harbour, including City Quays and Tivoli renewal, Marino Point, Cork Dockyard, Cobh, Ringaskiddy, Whitegate and Bantry. <p>b. Undertake feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC</p> | <p>a. Support sustainable development and investment in the Port of Cork balanced with the protection of the natural environment and Cork Harbour SPA and promote its role as a Tier 1 International Port and driver for the metropolitan, regional and State economy. To support this role, the Cork MASP seeks the following subject to the outcome of required feasibility, assessment and environmental processes:</p> <ul style="list-style-type: none"> The sustainable development of port infrastructure and facilities under the port's strategic development plans balanced with the protection of Cork Harbour's natural environment. Improved quality of inter-regional transport connectivity and networks improving access to the Port of Cork particularly for freight movement and the quality of the TEN-T Corridor. The delivery of strategic transport network improvements under Cork MASP Objectives 6-9 including improved strategic road access to the Port of Cork Ringaskiddy, Cobh, Marino Point and Whitegate is supported as a critical component for unlocking the full potential of the Port of Cork and to enable regeneration of the Cork Docklands. Investment in strategic transport corridors as referenced in CMATS and Cork MASP The relocation of existing port activities from Cork City and investment in infrastructure to remediate sites and enable regeneration of the Cork City Docks and Tivoli. The appropriate location of SEVESO activities and relocation of these activities from the city docklands subject to required planning and environmental law processes. The sustainable development and strengthening of cruise tourism. Support the feasibility, in co-ordination with relevant stakeholders, to create a more integrated and streamlined approach between planning, environmental and foreshore consenting. Co-ordinate with the relevant Government departments and stakeholders to align the RSES and MASP with opportunities for the region under Marine Spatial Planning. Support investment in the sustainable renewal, development and key interventions that will drive forward the potential of key assets in the Cork Harbour area balanced with protection of the nature conservation values of Cork Harbour, including City Quays and Tivoli renewal, Marino Point, Cork Dockyard, Cobh, Ringaskiddy, Whitegate and Bantry. <p>b. Undertake feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC.</p> | <p>Any proposals to unlock future potential for the Port of Cork must have regard to the sensitivities of the area, particularly with respect to BFF and impacts on European sites. The assessment previously presented for Port of Cork related to RPO 137-141 1 presents the implications for port expansion and the sensitivities for the area.</p> | <p>a) Support sustainable development and investment in the Port of Cork balanced with the protection of the natural environment and Cork Harbour SPA and promote its role as a Tier 1 International Port and driver for the metropolitan, regional and State economy. To support this role, the Cork MASP seeks the following subject to the outcome of required feasibility, assessment and environmental processes:</p> <ul style="list-style-type: none"> The sustainable development of port infrastructure and facilities under the port's strategic development plans balanced with the protection of Cork Harbour's natural environment. Improved quality of inter-regional transport connectivity and networks improving access to the Port of Cork particularly for freight movement and the quality of the TEN-T Corridor. The delivery of strategic transport network improvements under Cork MASP Objectives 6-9 including improved strategic road access to the Port of Cork Ringaskiddy, Cobh, Marino Point and Whitegate is supported as a critical component for unlocking the full potential of the Port of Cork and to enable regeneration of the Cork Docklands. Investment in strategic transport corridors as referenced in CMATS and Cork MASP The relocation of existing port activities from Cork City and investment in infrastructure to remediate sites and enable regeneration of the Cork City Docks and Tivoli. The appropriate location of SEVESO activities and relocation of these activities from the city docklands subject to required planning and environmental law processes. The sustainable development and strengthening of cruise tourism. Support the feasibility, in co-ordination with relevant stakeholders, to create a more integrated and streamlined approach between planning, environmental and foreshore consenting. Co-ordinate with the relevant Government departments and stakeholders to align the RSES and MASP with opportunities for the region under Marine Spatial Planning. Support investment in the sustainable renewal, development and key interventions that will drive forward the potential of key assets in the Cork Harbour area balanced with protection of the nature conservation values of Cork Harbour, including City Quays and Tivoli renewal, Marino Point, Cork Dockyard, Cobh, Ringaskiddy, Whitegate and Bantry. <p>(b): Undertake feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC</p> | <p>No change.</p> |
| Cork MASP Policy Objective 14 Cork Airport | <ul style="list-style-type: none"> Support the sustainable development of the airport and seek investment in infrastructure and facilities that promote the role of Cork Airport as an international gateway, employment location and economic driver for the region including the following subject to the outcome of required feasibility, assessment and environmental processes: Support the sustainable development and investment in infrastructure and facilities under the Cork Airport Masterplan. Support the sustainable development of enhanced public transport connectivity to the airport including the provision of bus priority lanes on the N27 and an improvement in the alignment of the R600 south of the Airport. Safeguard Public Safety Zones by way of land use planning under the relevant County Development Plan and Local Area Plans. Airport safeguarding priorities required include: <ul style="list-style-type: none"> Airport Noise Zones (Inner and Outer Zones). Airport Public Safety Zones General Airport Safeguarding | <p>(a): It is an objective to support the sustainable development of the airport and seek investment in infrastructure and facilities that promote the role of Cork Airport as an international gateway, employment location and economic driver for the region including the following subject to the outcome of required feasibility, assessment and environmental processes:</p> <ul style="list-style-type: none"> Support the sustainable development and investment in infrastructure and facilities under the Cork Airport Masterplan (subject to the implementation of mitigation measures outlined in the SEA/AA undertaken). Support the sustainable development of enhanced public transport connectivity to the airport including the provision of bus priority lanes on the N27 and an improvement in the alignment of the R600 south of the Airport. <p>Safeguard Public Safety Zones by way of land use planning under the relevant County Development Plan and Local Area Plans. Airport safeguarding priorities required include:</p> <ul style="list-style-type: none"> Airport Noise Zones (Inner and Outer Zones). Airport Public Safety Zones General Airport Safeguarding <p>b: Development Plans should incorporate policies to control inappropriate development which could adversely impact the potential for growth in either airport infrastructure or expansion of routes to international destinations. Safeguard the operation of Cork Airport by way of land use planning under the relevant County Development Plan and Local Area Plans. Airport safeguarding priorities required include:</p> <p>(i): Airport Noise Zones (Inner and Outer Zones). Spatial planning policies in the vicinity of the airport shall recognise and reflect the noise zones associated with Cork 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 such that future airport expansion on a 24/7 basis is anticipated and planned.</p> <p>(ii): Airport Public Safety Zones In assessing applications for development falling within Public Safety Zones, regard shall be had to the recommendations of the ERM Report "Public Safety Zones, 2005" (or any update thereof) commissioned by the Department of Transport and the Department of Environment, Heritage and Local Government, in assessing proposals for development falling within Airport Public Safety Zones.</p> <p>(iii): General Airport Safeguarding In assessing applications for development within the vicinity of Cork Airport, regard will be had to the precautionary principle concerning potential risk to aircraft safety. This includes avoidance of any bird attracting feature or use; unacceptable glint and glare impact towards key airport infrastructure; or intrusion into/infringing of airspace which might create an obstacle or danger to aircraft in flight.</p> | <p>The amendments to this RPO are positive for PHH and MA as they serve to control development to safeguard any future expansion of cork airport. Given the significant negative impacts that can arise as a result of airport activity e.g. pollution of water, noise exposure for local communities and BFF, traffic etc. expansions at any of the regions airports should be grounded in feasibility study and appropriate assessment of the implications for expansion. This would best be achieved through SEA / AA at the CDP/ LAP level to allow for independent consideration of the level of airport services required. Feasibility should also consider the regional objective toward low carbon connectivity as outlined elsewhere. Any development at Cork Airport should be accompanied by an SEA, EIA, EcIA and AA as appropriate. The reference to completion of SEA/AA on the Masterplan is welcome in this regard.#</p> | <p>(a): It is an objective to support the sustainable development of the airport and seek investment in infrastructure and facilities that promote the role of Cork Airport as an international gateway, employment location and economic driver for the region including the following subject to the outcome of required feasibility, assessment and environmental processes:</p> <ul style="list-style-type: none"> Support the sustainable development and investment in infrastructure and facilities under the Cork Airport Masterplans and updates to the Cork Airport Special Local Area Plan (subject to the implementation of mitigation measures outlined in the SEA/AA undertaken). Support the sustainable development of enhanced public transport connectivity to the airport including the provision of bus priority lanes on the N27 and an improvement in the alignment of the R600 south of the Airport. <p>b: Development Plans should incorporate policies to control inappropriate development which could adversely impact the potential for growth in either airport infrastructure or expansion of routes to international destinations. Safeguard the operation of Cork Airport by way of land use planning under the relevant County Development Plan and Local Area Plans. Airport safeguarding priorities required include:</p> <p>(i): Airport Noise Zones (Inner and Outer Zones). Spatial planning policies in the vicinity of the airport shall recognise and reflect the noise zones associated with Cork 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 such that future airport expansion on a 24/7 basis is anticipated and planned.</p> <p>(ii): Airport Public Safety Zones In assessing applications for development falling within Public Safety Zones, regard shall be had to the recommendations of the ERM Report "Public Safety Zones, 2005" (or any update thereof) commissioned by the Department of Transport and the Department of Environment, Heritage and Local Government, in assessing proposals for development falling within Airport Public Safety Zones.</p> <p>(iii): General Airport Safeguarding In assessing applications for development within the vicinity of Cork Airport, regard will be had to the precautionary principle concerning potential risk to aircraft safety. This includes avoidance of any bird attracting feature or use; unacceptable glint and glare impact towards key airport infrastructure; or intrusion into/infringing of airspace which might create an obstacle or danger to aircraft in flight.</p> | <p>As per previous assessment; 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> |
| Cork MASP Policy Objective 15 Cork Tourism | <p>a. Support the role of Metropolitan Cork's tourism assets as a significant domestic and international tourism destination capitalising on its tourism attractions, Ireland's Ancient East corridor, Wild Atlantic Way Corridor, Ireland's Maritime Paradise theme and support initiatives creating a sustainable tourism future, diversifying the tourism product into non-traditional areas and extending the tourist season taking particular care of the natural and built environment.</p> <p>b. The SRA seeks investment in the sustainable development of tourism infrastructure and tourism services across Cork and support initiatives arising from the Pure Cork brand and the "Growing Tourism in Cork: A Collective Strategy, subject to the outcome of environmental assessments and the planning process</p> | <p>Title: Cork MASP Tourism</p> <p>a. Support the role of Metropolitan Cork's tourism assets as a significant domestic and international tourism destination capitalising on its tourism attractions, Ireland's Ancient East corridor, Wild Atlantic Way Corridor, Ireland's Maritime Paradise theme and support initiatives creating a sustainable tourism future, diversifying the tourism product into non-traditional areas and extending the tourist season taking particular care of the natural and built environment.</p> <p>b. The SRA seeks investment in the sustainable development of tourism infrastructure and tourism services across Cork and support initiatives arising from the Pure Cork brand and the "Growing Tourism in Cork: A Collective Strategy, subject to the outcome of environmental assessments and the planning process c. Support the delivery of large-scale all year-round tourist attraction(s) in Cork City.</p> <p>d. Value and support cultural amenities, conservation, protection and enhancement of Cork City's natural heritage as key assets to attract tourism.</p> <p>e. Seek sustainable tourism development which reflects the city's distinctive history, culture and environment.</p> <p>f. Promote diversification and innovation in the tourism sector.</p> <p>g. Seek an integrated approach to tourism development in conjunction with a wide range of stakeholders including state agencies, communities and stakeholders in the tourism sector</p> | <p>As per previous assessment including potential impacts associated with tourism; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration.</p> | <p>a): Support the role of Metropolitan Cork's tourism assets as a significant domestic and international tourism destination capitalising on its tourism attractions, Ireland's Ancient East corridor, Wild Atlantic Way Corridor, Ireland's Maritime Paradise theme and support initiatives creating a sustainable tourism future, diversifying the tourism product into non-traditional areas and extending the tourist season taking particular care of the natural and built environment.</p> <p>(b): The SRA seeks investment in the sustainable development of tourism infrastructure and tourism services across Cork and support initiatives arising from the Pure Cork brand and the "Growing Tourism in Cork: A Collective Strategy subject to the outcome of environmental assessments and the planning process.</p> <p>c. Support the delivery of large-scale all year-round tourist attraction(s) in Cork City and in County Metropolitan Cork.</p> <p>d. Value and support cultural amenities, conservation, protection and enhancement of Cork City's natural heritage as key assets to attract tourism.</p> <p>e. Seek sustainable tourism development which reflects the city's distinctive history, culture and environment.</p> <p>f. Promote diversification and innovation in the tourism sector.</p> <p>g. Seek an integrated approach to tourism development in conjunction with a wide range of stakeholders including state agencies, communities and stakeholders in the tourism sector.</p> | <p>As per previous assessment; 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> |

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| Cork MASP Policy Objective 17 Metropolitan Open Space, Recreation & Greenbelt Strategy | It is an objective to achieve a healthy, green and connected metropolitan area through the preparation of a Metropolitan Open Space, Recreation and Greenbelt Strategy. This will require co-ordination between relevant stakeholders to deliver the sustainable development of parks, recreation and high quality public open space in the Cork Metropolitan Area. This Strategy may include, inter alia: a. An enhanced network of regional scaled parks in Metropolitan Cork and invest in upgraded facilities including Tramore Valley Park, Marina Park, Bishop Lucey Park Redevelopment, Northwest Regional Park, Riverside Public Walk (Lee Field to the Marina), Lee Fields Walk/Cycle extension to Ballincollig, Lough Redevelopment, Tivoli Docks Park, neighbourhood parks and public parks in the Metropolitan Towns. b. The sustainable development of green infrastructure as an interconnected series of green spaces including parks, natural green spaces and ecosystems, greenways and blueways. c. In order to support decision-making in increasing recreation and tourism opportunities along the coastline, which is in close proximity to European Sites, the carrying capacity of SACs/SPAs will need to be established to understand what limits should be set for the extent of development d. Protect and proactively manage and integrate natural spaces. e. The sustainable development of key recreation, sports and community facilities across Metropolitan Cork. f. The development of a Metropolitan Greenbelt Strategy in co-ordination between Cork City Council and Cork County Council. | It is an objective to achieve a healthy, green and connected metropolitan area through the preparation of a Metropolitan Open Space, Recreation and Greenbelt Strategy. This will require co-ordination between relevant stakeholders to deliver the sustainable development of parks, recreation and high quality public open space in the Cork Metropolitan Area. This Strategy may include, inter alia: a. An enhanced network of regional scaled parks in Metropolitan Cork and invest in upgraded facilities including Tramore Valley Park, Marina Park, Bishop Lucey Park Redevelopment, Northwest Regional Park, Riverside Public Walk (Lee Field to the Marina), Lee Fields Walk/Cycle extension to Ballincollig, Lough Redevelopment, Tivoli Docks Park, neighbourhood parks and public parks in the Metropolitan Towns. b. The sustainable development of green infrastructure as an interconnected series of green spaces including parks, natural green spaces and ecosystems, greenways and blueways. c. The implementation of Greenway initiatives that provide important economic, leisure and tourism, health, active and sustainable travel and environmental benefits to the metropolitan area including the Lee to Sea Greenway initiative. d. In order to support decision-making in increasing recreation and tourism opportunities along the coastline, which is in close proximity to European Sites, the carrying capacity of SACs/SPAs will need to be established to understand what limits should be set for the extent of development e. Protect and proactively manage and integrate natural spaces. f. The sustainable development of key recreation, sports and community facilities across Metropolitan Cork. g. The development of a Metropolitan Greenbelt Strategy in co-ordination between Cork City Council and Cork County Council. | This RPO now includes support for greenway initiatives including the Lee to Sea Greenway. The Lee to Sea Greenway follows the River Lee from the Incharran dam to the harbour. It is welcome to see that support for this project will be subject to the outcome of environmental assessments the planning process. It will be important at that consideration is given to potential impacts on European Sites including Cork Harbour SPA and Great Island Channel SAC. See assessment provided for RPO 19283. | It is an objective to achieve a healthy, green and connected metropolitan area through the preparation of a Metropolitan Open Space, Recreation and Greenbelt Strategy. This will require co-ordination between relevant stakeholders to deliver the sustainable development of parks, recreation and high quality public open space in the Cork Metropolitan Area. This Strategy may include, inter alia: a) An enhanced network of regional scaled parks in Metropolitan Cork and invest in upgraded facilities including Tramore Valley Park, Marina Park, Bishop Lucey Park Redevelopment, Northwest Regional Park, Riverside Public Walk (Lee Field to the Marina), Lee Fields Walk/Cycle extension to Ballincollig, Lough Redevelopment, Tivoli Docks Park, neighbourhood parks and public parks in the Metropolitan Towns. b) The sustainable development of green infrastructure as an interconnected series of green spaces including parks, natural green spaces and ecosystems, greenways and blueways. c) The implementation of Greenway initiatives that provide important economic, leisure and tourism, health, active and sustainable travel and environmental benefits to the metropolitan area including the Lee to Sea Greenway initiative subject to the outcome of environmental assessments and the planning process. d) In order to support decision-making in increasing recreation and tourism opportunities along the coastline, which is in close proximity to European Sites, the carrying capacity of SACs/SPAs will need to be established to understand what limits should be set for the extent of development e) Protect and proactively manage and integrate natural spaces. f) The sustainable development of key recreation, sports and community facilities across Metropolitan Cork. g) The development of a Metropolitan Greenbelt Strategy in co-ordination between Cork City Council and Cork County Council. | No change. |
| Cork MASP Policy Objective 18 Transformational Areas and Public Realm | Subject to the outcome of environmental assessments and the planning process: a. Seek investment in transformational area projects and public realm enhancements in metropolitan urban areas with a focus on city centre regeneration through such initiatives as the Cork City Centre Strategy 2014 and Grand Parade/South Main Street Transformational Area. b. Support and seek investment in the sustainable remediation of Haulbowline Island and its transformation into a public recreational amenity. c. Support the acquisition and development of the City Quays in Cork for a high-quality water front public realm for public use. d. Seek investment in the sustainable development of the Cork Events Centre. e. Seek investment in the strategy and investment programme of the Crawford Art Gallery. | Subject to the outcome of environmental assessments and the planning process: a. Seek investment in transformational area projects and public realm enhancements in metropolitan urban areas with a focus on city centre regeneration through such initiatives as the Cork City Centre Strategy 2014 and Grand Parade/South Main Street Transformational Area. b. Support and seek investment in the sustainable remediation of Haulbowline Island and its transformation into a public recreational amenity. c. Support the acquisition and development of the City Quays in Cork for a high-quality water front public realm for public use. d. Seek investment in the sustainable development of the Cork Events Centre. d.the cultural and economic significance of the Cork Event Centre is recognised, and delivery of the facility is supported e. Seek investment in the strategy and investment programme of the Crawford Art Gallery. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | Subject to the outcome of environmental assessments and the planning process: a) Seek investment in transformational area projects and public realm enhancements in metropolitan urban areas with a focus on city centre regeneration through such initiatives as the Cork City Centre Strategy 2014 and Grand Parade/South Main Street Transformational Area. b) Support and seek investment in the sustainable remediation of Haulbowline Island and its transformation into a public recreational amenity. c) Support the acquisition and development of the City Quays in Cork for a high-quality water front public realm for public use. d) The cultural and economic significance of the Cork Event Centre is recognised, and delivery of the facility is supported. e) Seek investment in the strategy and investment programme of the Crawford Art Gallery. | No change. |
| Cork MASP Policy Objective 21 Healthy Cities, Healthy Environment and Health Infrastructure | a. Support the role of Cork as a WHO Healthy City and seek investment in the delivery of recreation, environmental improvements, active travel and health services infrastructure that retains and improves on this status, in support of a "healthy heart" to the Cork Metropolitan Area. b. Seek investment in health service infrastructure within the Cork MASP to meet existing and future regional population growth including facilities for Cork University Hospital, the Southern Region's tertiary referral centre and other existing hospitals, the sustainable development of a new acute hospital and new elective hospital to service the increasing population of the metropolitan area and wider Southern Region. | New Title: Healthy Cities, Healthy Environment and Health Infrastructure a. Seek investment in smart technologies which have an increasing role to play to improve air quality, water quality, flood management, noise and light pollution to promote a clean and healthy environment. Additional support is required to ensure a wide penetration of relevant sensors and data collection and analysis support to provide accurate information for people using and managing the city b. Support the role of Cork as a WHO Healthy City and seek investment in the delivery of recreation, environmental improvements, active travel and health services infrastructure that retains and improves on this status, in support of a "healthy heart" to the Cork Metropolitan Area. c. Seek investment in health service infrastructure within the Cork MASP to meet existing and future regional population growth including facilities for Cork University Hospital, the Southern Region's tertiary referral centre and other existing hospitals, the sustainable development of a new acute hospital and new elective hospital to service the increasing population of the metropolitan area and wider Southern Region d. Seek delivery and supports to achieve Healthy Ireland objectives. | The additional amendment will have indirect positive impacts for all environmental receptors as it seeks to improve data collection to better inform decision making in relation to environmental impacts. | a. Seek investment in smart technologies which have an increasing role to play to improve air quality, water quality, flood management, noise and light pollution to promote a clean and healthy environment. Additional support is required to ensure a wide penetration of relevant sensors and data collection and analysis support to provide accurate information for people using and managing the city. (b): Support the role of Cork as a WHO Healthy City and seek investment in the delivery of recreation, environmental improvements, active travel and health services infrastructure that retains and improves on this status, in support of a "healthy heart" to the Cork Metropolitan Area. | No change. |
| Cork MASP Policy Objective 22 Social Inclusion | a. Seek investment in delivering actions and stakeholder initiatives of the Local Economic Community Plans (LECPs) of Cork City Council and Cork County Council to strengthen community infrastructure and promote social inclusion for all citizens across all our communities b. Seek continued investment in initiatives that achieve the physical, economic, social and environmental regeneration of disadvantaged areas in the City and Metropolitan Area, in particular supporting the ongoing regeneration of the Cork City RAPID areas of Fairhill/Gurranbraher/Farranree, Knocknaheeny/Churchfield, Mayfield/Blackpool/The Glen and Togher/Mahon. c. Support the development of an Inter-agency Social Enterprise Strategy to support the retention and expansion of existing social enterprises and the development of new social enterprises | a. Seek investment in delivering actions and stakeholder initiatives of the Local Economic Community Plans (LECPs) of Cork City Council and Cork County Council to strengthen community infrastructure and promote social inclusion for all citizens across all our communities b. Seek continued investment in initiatives that achieve the physical, economic, social and environmental regeneration of disadvantaged areas in the City and Metropolitan Area, in particular supporting the ongoing regeneration of the Cork City RAPID areas of Fairhill/Gurranbraher/Farranree, Knocknaheeny/Churchfield, Mayfield/Blackpool/The Glen and Togher/Mahon. c. Support the development of an Inter-agency Social Enterprise Strategy to support the retention and expansion of existing social enterprises and the development of new social enterprises d. Recognise, support and value diversity, especially within the city population and workforce and the implementation of Government policy "The Migrant Integration Strategy." | This addition specifically addresses social integration and diversity with potential for indirect positive impacts for PHH and MA. | a) Seek investment in delivering actions and stakeholder initiatives of the Local Economic Community Plans (LECPs) of Cork City Council and Cork County Council to strengthen community infrastructure and promote social inclusion for all citizens across all our communities b) Seek continued investment in initiatives that achieve the physical, economic, social and environmental regeneration of disadvantaged areas in the City and Metropolitan Area, in particular supporting the ongoing regeneration of the Cork City RAPID areas of Fairhill/Gurranbraher/Farranree, Knocknaheeny/Churchfield, Mayfield/Blackpool/The Glen and Togher/Mahon. c) Support the development of an Inter-agency Social Enterprise Strategy to support the retention and expansion of existing social enterprises and the development of new social enterprises d) Recognise, support and value diversity, especially within the city population and workforce and the implementation of Government policy "The Migrant Integration Strategy". | No change. |
| Draft Limerick Shannon Metropolitan Area Strategic Plan | Limerick Shannon MASP Policy Objective 1: Limerick Shannon Metropolitan Area a. It is an objective to strengthen the role of the Limerick Shannon Metropolitan Area as an international location of scale, a complement to Dublin and a primary driver of economic and population growth in the Southern Region. b. It is an objective to promote the Limerick Shannon Metropolitan Area as a cohesive metropolitan area with (i) the city centre as the primary location at the heart of the metropolitan area and region (ii) compact growth and regeneration of Limerick city centre and suburbs, (iii) compact growth and regeneration of Shannon (iv) active land management initiatives to deliver housing and employment locations in a sustainable, infrastructure led manner. c. It is an objective to seek co-ordinated investment and delivery of holistic infrastructure packages across State Departments and infrastructure delivery agencies as they apply to the Limerick Shannon Metropolitan Area and seek further investments to deliver on the Metropolitan Area Goals (see section A 'Overall MASP Goals'). d. Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate e. The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region. | a. It is an objective to strengthen the role of the Limerick Shannon Metropolitan Area as an international location of scale, a complement to Dublin and a primary driver of economic and population growth in the Southern Region. b. It is an objective to promote the Limerick Shannon Metropolitan Area as a cohesive metropolitan area with (i) the city centre as the primary location at the heart of the metropolitan area and region (ii) compact growth and regeneration of Limerick city centre and suburbs, (iii) compact growth and regeneration of Shannon (iv) active land management initiatives to deliver housing and employment locations in a sustainable, infrastructure led manner. c. It is an objective to seek co-ordinated investment and delivery of holistic infrastructure packages across State Departments and infrastructure delivery agencies as they apply to the Limerick Shannon Metropolitan Area and seek further investments to deliver on the Metropolitan Area Goals (see section A 'Overall MASP Goals'). d: It is an objective to support the socio-economic growth and continued investment, development and the enhancement of connectivity of the Limerick Shannon MASPs hinterland towns, including Nenagh and Tipperary Town. e. Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate f. The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region. | The amendment to this RPO includes support for connectivity of the Limerick Shannon MASP hinterland towns including Nenagh (see RPO 15) and Tipperary Town. This is positive for PHH and MA as it supports growth and investment. However, there is potential for impacts on BFF and W. Environmental sensitivities for Nenagh have already been described under the assessment of RPO 15. Development in Tipperary Town should consider potential impacts on the Lower River Suir SAC. Therefore, any plans (such as CDP, LAP or Masterplans) or projects related to investment, development or enhancement of connectivity for these areas should be subject to appropriate environmental assessments and the outcome of the planning process. | a) It is an objective to strengthen the role of the Limerick Shannon Metropolitan Area as an international location of scale, a complement to Dublin and a primary driver of economic and population growth in the Southern Region. b) It is an objective to promote the Limerick Shannon Metropolitan Area as a cohesive metropolitan area with (i) the city centre as the primary location at the heart of the metropolitan area and Region (ii) compact growth and regeneration of Limerick city centre and suburbs, (iii) compact growth and regeneration of Shannon (iv) active land management initiatives to deliver housing and employment locations in a sustainable, infrastructure led manner. c) It is an objective to seek co-ordinated investment and delivery of holistic infrastructure packages across State Departments and infrastructure delivery agencies as they apply to the Limerick Shannon Metropolitan Area and seek further investments to deliver on the Metropolitan Area Goals (see section A 'Overall MASP Goals'). d) Any reference to support for all plans, projects, activities and development in the MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate e) The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Region. | No change. |

| RPO Number and Title | Draft RSES 18-12-18 | Material Amendments for Public Consultation 12th Sep-11th Oct 2019 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES | Final RSES 31-1-2020 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES |
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| <p>Limerick Shannon MASP Policy Objective 2: Limerick City</p> | <p>The Limerick Shannon MASP recognises that for the Limerick Shannon Metropolitan Area and the Mid-West SPA to prosper and development in a sustainable manner, a strong Limerick City is paramount. It is an objective to support the regeneration and continued investment into Limerick City through initiatives such as Limerick 2030 and Limerick Regeneration and to further enhance Limerick City as key economic driver for the Southern Region</p> | <p>a) Support the regeneration and continued investment into Limerick City through initiatives such as Limerick 2030 and Limerick Regeneration and to further enhance Limerick City as key economic driver for the Southern Region. b) Enhance the city centre as the primary commercial area, supporting a range of retail, tourism, social and cultural activities. c) Strengthen the consolidation and regeneration of Limerick City Centre to drive its role as a vibrant living, retailing and working city, the economic, social and cultural heart of the Limerick Shannon Metropolitan Area and Region. d) Seek investment to achieve brownfield regeneration of city centre sites as high quality, mixed use sustainable and transformative projects which set national and international good practice standards in innovation, quality design, exemplary urbanism and place making. e) Seek investment to achieve regeneration and consolidation in the city suburbs.</p> | <p>The amendments to this RPO provide further support for the regeneration and investment in Limerick City, which is positive for PHH, MA, LandS and CH. As identified in the assessment, overall regeneration initiatives result in positive impacts on the broader environment. However, regeneration also needs to be cognisant of the need for sensitive development of protected building and impact on the skyline/cityscape character. Heritage-led initiatives must also consider impacts to other environmental receptors with particular attention paid to bats.</p> | <p>The Limerick Shannon MASP recognises that for the Limerick Shannon Metropolitan Area and the Mid-West SPA to prosper and development in a sustainable manner, a strong Limerick City is paramount. It is an objective to:</p> <p>a. Support the regeneration and continued investment into Limerick City through initiatives such as Limerick 2030 and Limerick Regeneration and to further enhance Limerick City as a primary economic driver for the Southern Region. b. Enhance the city centre as the primary commercial area, supporting a range of retail, tourism, social and cultural activities. c. Strengthen the consolidation and regeneration of Limerick City Centre to drive its role as a vibrant living, retailing and working city, the economic, social and cultural heart of the Limerick Shannon Metropolitan Area and Region. d. Seek investment to achieve brownfield regeneration of city centre sites as high quality, mixed use sustainable and transformative projects which set national and international good practice standards in innovation, quality design, exemplary urbanism and place making. e. Support collaboration between Limerick City and County Council and the Land Development Agency to masterplan and sustainably develop strategic city centre and Dockland sites in Limerick City, utilising the appropriate planning mechanisms and subject to required environmental assessments. f. Seek investment to achieve regeneration and consolidation in the city suburbs.</p> | <p>As per previous assessment; 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>Limerick Shannon MASP Policy Objective 3: Shannon</p> | <p>The Limerick Shannon MASP recognises Shannon as its assets as a significant regional strength and employment centre. It is an objective to support and promote Shannon as a centre for research and development for autonomous vehicles which will complement Shannon's role as a world leader in aviation and aerospace.</p> | <p>a. The Limerick Shannon MASP recognises Shannon as its assets as a significant regional strength and employment centre. It is an objective to support and promote Shannon as a centre for research and development for autonomous vehicles which will complement Shannon's role as a world leader in aviation and aerospace. b. It is an objective to seek investment to deliver a Connected and Autonomous Vehicle (CAV) R&D testbed in Shannon c. It is an objective to improve and enhance Shannon as an attractive residential location through placemaking and regeneration initiatives.</p> | <p>The investment in CAV testing in Shannon and a smart city demonstrator in Limerick is broadly positive for environmental receptors and particularly for MA as the objective seeks to explore new technologies that can support better outcomes for urban living. Long term indirect positive impacts may relate to AQ and CF where transport technology can be improved; PHH where technology can support residents and workers etc. The improvement of Shannon as an attractive residential location through placemaking and regeneration is also positive on PHH and MA. As outlined previously regeneration has the potential for both positive and negative impacts on the environment that will need to be considered at the site selection and project stage of development.</p> | <p>a) The Limerick Shannon MASP recognises Shannon as a significant regional strength and employment centre. It is an objective to support and promote Shannon as a centre for research and development for autonomous vehicles which will complement Shannon's role as a world leader in aviation, aerospace, engineering, manufacturing and distribution. b) It is an objective to seek investment to deliver a Connected and Autonomous (CAV) R&D testbed and smart infrastructure in Shannon. c) It is an objective to improve and enhance Shannon as an attractive residential location through placemaking and regeneration initiatives.</p> | <p>As per previous assessment; 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>Limerick Shannon MASP Policy Objective 6 Integration of Transport and Landuse (former LS MASP Objective 6 is now divided into two distinct objectives to replace 6A Integration of Landuse and Transport and 6B Sustainable Transport)</p> | <p>a. It is an objective to prepare a Limerick Shannon Metropolitan Area Strategic Transport Strategy during the lifetime of this MASP and it is an objective to ensure investment and implementation of the Limerick Shannon Metropolitan Area Strategic Transport Strategy. b. It is an objective that Core Strategies of Local Authority Development Plans will identify the public transport corridors and station nodal points on corridors in Limerick Shannon Metropolitan Area arising from the Limerick Shannon Metropolitan Area Strategic Transport Strategy which have potential for high density development/regeneration. Core Strategies shall identify the appropriate land use zonings for these station nodal points and demonstrate the effective alignment between land use and transport infrastructure planning and delivery of the NPF Compact Growth targets as they apply to the Limerick Shannon Metropolitan Area. c. It is an objective to support the following sustainable transport priorities in the Limerick Shannon Metropolitan Area subject to the outcome of environmental assessments and the planning process: • The implementation of an integrated, multi modal public transport network across the Metropolitan Area servicing strategic residential and employment growth locations. • Implementation of improved public realm, walking and cycling routes and facilities. • Development and promotion of existing intercity rail and commuter links from Limerick to Dublin, Cork, Galway, together with Ennis, Nenagh, Thurles and Clonmel. • Upgrade and enhancement of the rail line between Limerick and Nenagh and onward line to Ballybrophy. • Upgrade and enhancement of the Western Rail Corridor between Limerick and Ennis and onward line to Athenry. • Reinstatement of the Limerick to Foynes rail line, linking Ireland's deepest port to the national rail network • The MASP supports the ambition to create a rail link between Limerick City and Shannon International Airport and this should be investigated further. • Investigate the potential for a higher speed rail link between Dublin and Limerick City.</p> | <p>Limerick Shannon MASP Policy Objective 6A: Integration of Land Use and Transport (a) It is an objective to prepare a Limerick Shannon Metropolitan Area Strategic Transport Strategy during the lifetime of this MASP and it is an objective to ensure investment and implementation of the Limerick Shannon Metropolitan Area Strategic Transport Strategy. (b) It is an objective that Core Strategies of Local Authority Development Plans will identify the public transport corridors and station nodal points on corridors in Limerick Shannon Metropolitan Area arising from the Limerick Shannon Metropolitan Area Strategic Transport Strategy which have potential to support for high density development/regeneration. Core Strategies shall identify the appropriate land use zonings for these station nodal points and demonstrate the effective alignment between land use and transport infrastructure planning and delivery of the NPF Compact Growth targets as they apply to the Limerick Shannon Metropolitan Area. (c) It is an objective to achieve the National Strategic Outcomes of the NPF, through the sustainable and infrastructure led: • Regeneration, consolidation and growth of the City Centre and suburbs. • Regeneration, consolidation and growth of Shannon Town. • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along public transportation corridors • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along a Suburban Rail Corridor • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along BusConnects corridors. (d) It is an objective to seek sustainable higher densities where practicable at public transport nodal points. 6B Sustainable Transport It is an objective to support the following sustainable transport priorities in the Limerick Shannon Metropolitan Area subject to the completion of the LSMATs and the outcome of environmental assessments and the planning process: • Investment in sustainable transport infrastructure and public transport services • The implementation of an integrated, multi modal public transport network across the Metropolitan Area servicing strategic residential and employment growth locations. Other transport measures for consideration, across the wider Mid-West area, may include the following • Implementation of improved public realm, walking and cycling routes and facilities. • Development and promotion of existing intercity rail and commuter links from Limerick to Dublin, Cork, Galway, together with Ennis, Nenagh, Thurles and Clonmel. • Upgrade and enhancement of the rail line between Limerick and Nenagh and onward line to Ballybrophy. • Upgrade and enhancement of the Western Rail Corridor between Limerick and Ennis and onward line to Athenry. • Reinstatement of the Limerick to Foynes rail line, linking Ireland's deepest port to the national rail network • The MASP supports the ambition to create a rail link between Limerick City and Shannon International Airport and this should be investigated further. • Investigate the potential for a higher speed rail link between Dublin and Limerick City. • Improved sustainable transport links between the city centre, University of Limerick and the National Technology Park. • Implementation of improved public realm, walking and cycling routes and facilities including delivery of the Great Streets project. • The provision of a high-quality cycle network in Limerick City as set out in the Limerick Metropolitan Area Cycle Network Study. • The provision of three new pedestrian/ cycle bridges in the city centre as set out in the World Class Waterfront proposals to improve pedestrian and cycle permeability to key sites.</p> | <p>This RPO has been updated to include support for investment in sustainable transport infrastructure and public transport services, which is positive for PHH, MA, CF and AQ. It also includes for consideration of high-quality cycle network in Limerick City as set out in the Limerick Metropolitan Area Cycle Network Study and the provision of three new pedestrian/ cycle bridges in the city centre as set out in the World Class Waterfront proposals. It is important that such proposals are subject to environmental assessment and the outcome of the planning process particularly as the stretch of the River Shannon that runs through the city is a designated SAC. Additions to the revised 6A set to achieve the National Strategic Outcomes of the NPF, through the sustainable and infrastructure led regeneration and consolidation and growth of city centre and suburbs, Shannon town, and residential, employment and nodal locations along public transportation corridors, busConnects, suburban Rail corridor and to seek sustainable higher densities where practicable at public transport nodal points. This is positive for PHH and MA as it promotes integration of land use and transport planning thus also leading to positive impacts on CF and AQ and the broader environment. The RPO should be conditional on implementation of the mitigation measures identified by the SEA and AA of the LSMATs and the updated wording is welcome in this regard.</p> | <p>(a) It is an objective to prepare a Limerick Shannon Metropolitan Area Strategic Transport Strategy during the lifetime of this MASP and it is an objective to ensure investment and implementation of the Limerick Shannon Metropolitan Area Strategic Transport Strategy. (b) It is an objective that Core Strategies of Local Authority Development Plans will identify the public transport corridors and station nodal points on corridors in Limerick Shannon Metropolitan Area arising from the Limerick Shannon Metropolitan Area Strategic Transport Strategy which have potential to support high density development/regeneration. Core Strategies shall identify the appropriate land use zonings for these station nodal points and demonstrate the effective alignment between land use and transport infrastructure planning and delivery of the NPF Compact Growth targets as they apply to the Limerick Shannon Metropolitan Area. (c) It is an objective to achieve the National Strategic Outcomes of the NPF, through the sustainable and infrastructure led: • Regeneration, consolidation and growth of the City Centre and suburbs. • Regeneration, consolidation and growth of Shannon Town. • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along public transportation corridors • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along strategic bus network corridors (d) It is an objective to seek sustainable higher densities where practicable at public transport nodal points.</p> | <p>No change.</p> |
| <p>Limerick Shannon MASP Policy Objective 7 Sustainable Transport (former LS MASP Objective 6 is now divided into two distinct objectives to replace 6A Integration of Landuse and Transport and 6B Sustainable Transport)</p> | <p>(This cell is empty as the content is merged into the previous row's cell 1)</p> | <p>(This cell is empty as the content is merged into the previous row's cell 2)</p> | <p>(This cell is empty as the content is merged into the previous row's cell 3)</p> | <p>a) It is an objective to support the following sustainable transport priorities in the Limerick Shannon Metropolitan Area subject to their consistency with the recommendations of LSMATs and the outcome of environmental assessments and the planning process: • Investment in sustainable transport infrastructure and public transport services. • The implementation of an integrated, multi modal public transport network across the Metropolitan Area servicing strategic residential and employment growth locations. (b) Other transport measures for consideration, across the wider Mid-West area, may include the following: • Implementation of improved public realm, walking and cycling routes and facilities. • Development and promotion of existing intercity rail and commuter links from Limerick to Dublin, Cork, Galway, together with Ennis, Nenagh, Thurles and Clonmel. • Upgrade and enhancement of the rail line between Limerick and Nenagh and onward line to Ballybrophy. • Upgrade and enhancement of the Western Rail Corridor between Limerick and Ennis and onward line to Athenry. • Reinstatement of the Limerick to Foynes rail line, linking Ireland's deepest port to the national rail network • The MASP supports the ambition to create a rail link between Limerick City and Shannon International Airport and this should be investigated further. • Investigate the potential for a higher speed rail link between Dublin and Limerick City. • Improved sustainable transport links between the city centre, Shannon International Airport, LIT, UL and the National Technology Park. • Implementation of improved public realm, walking and cycling routes and facilities including delivery of the Great Streets project. • The provision of a high-quality cycle network in Limerick City as set out in the Limerick Metropolitan Area Cycle Network Study/LSMATs. • The provision of three new pedestrian/ cycle bridges in the city centre as set out in the World Class Waterfront proposals to improve pedestrian and cycle permeability to key sites.</p> | <p>As per previous assessment; 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> |

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| Limerick Shannon MASP Policy Objective 8 (former Objective 7) Strategic Road Infrastructure. | It is an objective to deliver the sustainable development of strategic road infrastructure for the Limerick Shannon Metropolitan Area and improve transport connectivity to the wider region. This will include the delivery of the following subject to the outcome of environmental assessments and the planning process: • Improved inter regional connectivity to the Limerick Shannon Metropolitan Area including M20 Limerick to Cork and the upgrading of the N24 to Waterford. • Limerick Northern Distributer Route (LNDNR) • N69 Foynes to Limerick road upgrade • Improved accessibility to Limerick Southside including the possible provision of a motorway interchange connection from the M20/M7 to Limerick Southside • Upgrade of the N19 road access to Shannon International Airport. • Upgrade of arterial roads from the motorway network to increase capacity including the provision of public transport infrastructure and Park and Ride, including, for example, R527 Dock Road, R445 Dublin Road, including Junction 28 and R527 Tipperary Road | It is an objective to deliver the sustainable development of strategic road infrastructure for the Limerick Shannon Metropolitan Area and improve transport connectivity to the wider region. This will include the delivery of the following subject to the outcome of environmental assessments and the planning process: • Improved inter regional connectivity to the Limerick Shannon Metropolitan Area including M20 Limerick to Cork and the upgrading of the N24 to Waterford. • Limerick Northern Distributer Route (LNDNR) • N69 Foynes to Limerick road upgrade • Improved accessibility to Limerick Southside including the possible provision of a motorway interchange connection from the M20/M7 to Limerick Southside • Upgrade of the N19 road access to Shannon International Airport. • Upgrade of arterial roads from the motorway network to increase capacity including the provision of public transport infrastructure and Park and Ride, including, for example, R527 Dock Road, R445 Dublin Road, including Junction 28 and R527 Tipperary Road • Upgrading of the R471. • Works to upgrade and improve the road alignment of the L3126 • The upgrade of the Childer's Road/ Ballysimon Road in Limerick City to accommodate bus and cycle facilities. | This RPO now includes 3 additional road schemes. The assessment and mitigation already provided under this RPO regarding development of such schemes remains valid. | It is an objective to maintain and deliver the sustainable development of strategic road infrastructure for the Limerick Shannon Metropolitan Area and improve transport connectivity to the wider Region. This will include the delivery of the following subject to their consistency with the recommendations of LSMATS, the outcome of appropriate appraisal, environmental assessments and the planning process: • Improved inter regional connectivity to the Limerick Shannon Metropolitan Area including M20 Limerick to Cork and the upgrading of the N24 to Waterford. • Limerick Northern Distributer Route (LNDNR) • Foynes to Limerick Road Scheme (including Adare Bypass) • Improved accessibility to Limerick Southside including the possible provision of a motorway interchange connection from the M20/M7 to Limerick Southside • Upgrade of the N19 road access to Shannon International Airport. • Upgrade of arterial roads from the motorway network to increase capacity including the provision of public transport infrastructure and Park and Ride, including, for example, R527 Dock Road, R445 Dublin Road, including Junction 28 and R527 Tipperary Road. • upgrading of the R471. • works to upgrade and improve the road alignment of the L3126 • The upgrade of the Childer's Road/ Ballysimon Road in Limerick City to accommodate bus and cycle facilities. | Change requires to correct project name. Previously called N69 Foynes to Limerick Road Upgrade. As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. |
| Limerick Shannon MASP Policy Objective 10 (new Objective from MA stage former RPO N) Housing and Regeneration | a) It is an objective to support the environmentally sustainable densification of Limerick City Centre, the assembly of brownfield sites for development and the regeneration and redevelopment of Limerick City Centre to accommodate residential use. The MASP recognises that Living City and Living Georgian City initiatives (and any environmental mitigation arising from the environmental assessment of such strategies) are essential to facilitate compact growth and increased residential density in the city centre. b) It is an objective to enhance Shannon Town as an attractive residential centre through regeneration, active land management initiatives and the redevelopment of Shannon Town Centre. An Action Area Plan for Shannon Town Centre and required environmental assessments including SEA and AA will be prepared within 3 years of the publication of this RSES and MASP. c) It is an objective to ensure investment and delivery of holistic physical, social and environmental infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF and RSES objectives. | a) It is an objective to support the environmentally sustainable densification of Limerick City Centre, the assembly of brownfield sites for development and the regeneration and redevelopment of Limerick City Centre to accommodate residential use. The MASP recognises that Living City and Living Georgian City initiatives (and any environmental mitigation arising from the environmental assessment of such strategies) are essential to facilitate compact growth and increased residential density in the city centre. b) It is an objective to enhance Shannon Town as an attractive residential centre through regeneration, active land management initiatives and the redevelopment of Shannon Town Centre. An Action Area Plan for Shannon Town Centre and required environmental assessments including SEA and AA will be prepared within 3 years of the publication of this RSES and MASP. c) It is an objective to ensure investment and delivery of holistic physical, social and environmental infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF and RSES objectives. | The assessment for part a of this objective is similar to the assessment provided for Limerick Shannon MASP Objective 2, which also supports the regeneration of Limerick city. This objective will likely give rise to positive impacts in terms of PHH and MA due to the focus on regeneration and economic stimulation, by focusing development within the city. Through regeneration, uncontrolled run-off or contamination issues are generally improved upon resulting in positive impacts to LS and W. However there are potential negative impacts for BFF, LS and W where regeneration or infill development results in emissions to water or the generation of contaminated material from brownfield sites, such as the intention to extend towards the docks. However there are positive implications for BFF, LS and W where infill development is preferable over the development of greenfield at the edges of the city. Development, once sustainable, should result in positive impacts to AQ and CF however increased emissions due to growth in the city centre may also have negative impacts in this regard. From a landscape and visual perspective regeneration generally results in improved visual impacts, and where development and regeneration has regard to, and can leverage off of, Limerick's cultural heritage assets which are set out in the Limerick 2030 plan, e.g. the Georgian Quarter. The Living City Initiative is a scheme of property tax incentives designed to regenerate both historic buildings and other buildings in Limerick. Regeneration would also need to be cognisant of the need for sensitive development of protected building and the type and scale of development could impact on the skyline/cityscape character. Potential to impact on BFF, particularly bats which may roost in older buildings should also be considered. Part b of this objective relates to the regeneration of Shannon and therefore the assessment above also relates to the regeneration of Shannon. The preparation of an Area Action Plan is welcome, but must be subject to SEA and AA processes. Any infrastructural developments arising from Part c of this objective should be subject to is subject to feasibility, site selection and environmental assessments as appropriate (SEA, EIA, AA, EcIA), and the outcomes of the planning process. | a) It is an objective to support the environmentally sustainable densification of Limerick City Centre, the assembly of brownfield sites for development and the regeneration and redevelopment of Limerick City and Suburbs to accommodate residential use. The MASP recognises that initiatives such as the Living City and Living Georgian City initiatives and other interventions by agencies such as the Land Development Agency (and any environmental mitigation arising from the environmental assessment of such strategies) are essential to facilitate compact growth and increased residential density in the city centre. b) It is an objective to enhance Shannon Town as an attractive residential centre through regeneration, active land management initiatives and the redevelopment of Shannon Town Centre. An Action Area Plan for Shannon Town Centre and required environmental assessments including SEA and AA will be prepared within 3 years of the publication of this RSES and MASP. c) It is an objective to ensure investment and delivery of holistic physical, social and environmental infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF and RSES objectives. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. |
| Limerick Shannon MASP Policy Objective 11 (new Objective from MA stage former RPO O) Economic Resilience and Clusters | It is an objective to develop, deepen and enhance the economic resilience of the Limerick Shannon Metropolitan Area through creating a vibrant and diversified enterprise base, with strong, healthy, connected Clusters drawing on Eolas Comhroinnte Obair le chéile / Shared Knowledge Working Together (ECOLC / SKWT) to assist in bringing disruptive technologies and innovations to national and global markets. | It is an objective to develop, deepen and enhance the economic resilience of the Limerick Shannon Metropolitan Area through creating a vibrant and diversified enterprise base, with strong, healthy, connected Clusters drawing on Eolas Comhroinnte Obair le chéile / Shared Knowledge Working Together (ECOLC / SKWT) to assist in bringing disruptive technologies and innovations to national and global markets. | This objective is positive for PHH and MA as it serves to enhance the economic resilience of the Limerick Shannon Metropolitan Area. Any infrastructure associated with disruptive technologies needs to be developed in a sustainable manner. | It is an objective to develop, deepen and enhance the economic resilience of the Limerick Shannon Metropolitan Area through creating a vibrant and diversified enterprise base, with strong, healthy, connected Clusters drawing on Eolas Comhroinnte Obair le chéile / Shared Knowledge Working Together (ECOLC / SKWT) to assist in bringing disruptive technologies and innovations to national and global markets. | No change. |
| Limerick Shannon MASP Policy Objective 12 A Smart Metropolitan Area and Strengths in Attracting FDI (former Objective 16 Digital Connectivity & Innovation): | a. It is an objective to seek investment and improve quality in high speed, high capacity digital infrastructure and access for all to digital infrastructure in the Limerick Shannon Metropolitan Area subject to the outcome of environmental assessments and the planning process. b. It is an objective to seek investment in the initiatives of Local Authority Digital Strategies and investment in initiatives to deliver a greener, more innovative and smarter city and metropolitan area. c. It is an objective to deliver high capacity ICT infrastructure and high-speed broadband so peripheral locations can interact more successfully with larger urban centres and the metropolitan area. | Digital Connectivity & Innovation to A Smart Metropolitan Area and Strengths in Attracting FDI a. It is an objective to seek investment and improve quality in high speed, high capacity digital infrastructure and access for all to digital infrastructure in the Limerick Shannon Metropolitan Area subject to the outcome of environmental assessments and the planning process. b. It is an objective to seek investment in the initiatives of Local Authority Digital Strategies and investment in initiatives to deliver a greener, more innovative and smarter city and metropolitan area. c. It is an objective to deliver high capacity ICT infrastructure and high-speed broadband so peripheral locations can interact more successfully with larger urban centres and the metropolitan area. d. It is an objective to seek investment in the sustainable development of initiatives of IDA Ireland and Enterprise Ireland in strengthening enterprise assets, fostering competitive locations and conditions for enterprise growth in the Limerick Shannon Metropolitan Area. e. It is an objective to implement and develop novel technologies, build a sustainable knowledge base and engage citizens in digital transformation, while minimising the risk of digital inequalities in the Limerick Shannon Metropolitan Area. In this regard it is an objective to support the Limerick Digital District and to accelerate Limerick's transition to becoming Ireland's first digital city. | The amendments to this RPO will have a positive impact on PHH and MA. The inclusion of 'sustainable development' is positive for the broader environment, however, any sites selected for enterprise growth should be subject to a site selection process that includes consideration of environmental aspects. | a) It is an objective to seek investment and improve quality in high speed, high capacity digital infrastructure and to seek access for all to digital infrastructure in the Limerick Shannon Metropolitan Area subject to the outcome of environmental assessments and the planning process. b) It is an objective to seek investment in the initiatives of Local authority Digital Strategies and investment in initiatives to deliver a greener, more innovative and smarter city and metropolitan area. c) It is an objective to deliver high capacity ICT infrastructure and high-speed broadband so peripheral locations can interact more successfully with larger urban centres and the metropolitan area. d) It is an objective to seek investment in the sustainable development of initiatives of IDA Ireland and Enterprise Ireland in strengthening enterprise assets, fostering competitive locations and conditions for enterprise growth in the Limerick Shannon Metropolitan Area. e) It is an objective to implement and develop novel technologies, build a sustainable knowledge base and engage citizens in digital transformation, while minimising the risk of digital inequalities in the Limerick Shannon Metropolitan Area. In this regard it is an objective to support the Limerick Digital District and to accelerate Limerick's transition to becoming Ireland's first digital city | No change. |
| Limerick Shannon MASP Policy Objective 13 (former Objective 9) Strategic Employment Locations | It is an objective to support the sustainable development of identified and future Strategic Employment Locations and to ensure the delivery of associated infrastructural requirements subject to the outcome of environmental assessments and the planning process. | a. It is an objective to support the sustainable development of identified and future Strategic Employment Locations and to ensure the delivery of associated infrastructural requirements subject to the outcome of environmental assessments and the planning process. b. It is an objective to seek investment to deliver a Connected and Autonomous (CAV) R&D testbed and micro smart city infrastructure in Shannon. c. It is an objective to support the development of the Limerick Docklands Strategy within the context of both commercial and potential future residential development. | The investment in CAV testing in Shannon and a smart city demonstrator in Limerick is broadly positive for environmental receptors and particularly for MA as the objective seeks to explore new technologies that can support better outcomes for urban living. Longterm indirect positive impacts may relate to AQ and CF where transport technology can be improved; PHH where technology can support residents and workers etc. It is noted that a detailed ecological assessment was included in Appendix A and environmental Considerations set out in Chapter 6 of the Limerick Docklands Strategy. Any recommended mitigation measures should be implemented as part of the development of the docklands. | a) It is an objective to support the sustainable development of identified and future Strategic Employment Locations and to ensure the delivery of associated infrastructural requirements subject to the outcome of environmental assessments and the planning process. b) It is an objective to seek investment to deliver a Connected and Autonomous (CAV) R&D testbed and smart infrastructure in Shannon and a smart city demonstrator in Limerick. c) It is an objective to support the development of the Limerick Docklands Strategy within the context of both commercial and potential future residential development. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. |
| Limerick Shannon MASP Policy Objective 16 (former Objective 12) Shannon Foynes Port | a. It is an objective, subject to the outcome of environmental assessments and the planning process, to support the continued expansion of Shannon Foynes Port and to recognise the significant opportunities for the Southern Region and Ireland by virtue of its deep waters. b. It is an objective to support and promote the inclusion of Shannon Foynes Port onto the EU core network corridor as it would bring significant investment opportunities to the region in the form of FDI potential and as well as supporting enhanced external connectivity with Ireland's European partners. c. It is an objective to support the reinstatement of the Limerick to Foynes rail line and the delivery of the Foynes to Limerick Road Improvement Scheme | a. It is an objective, subject to the outcome of environmental assessments and the planning process including SEA and AA as appropriate, to support the continued expansion of Shannon Foynes Port and to recognise the significant opportunities for the Southern Region and Ireland by virtue of its deep waters. b. It is an objective to support and promote the inclusion of Shannon Foynes Port onto the EU core network corridor as it would bring significant investment opportunities to the region in the form of FDI potential and as well as supporting enhanced external connectivity with Ireland's European partners. c. It is an objective to support the reinstatement of the Limerick to Foynes rail line and the delivery of the Foynes to Limerick Road Improvement Scheme. d. It is an objective to safeguard and maintain Foynes Island as a vital port asset and to support the provision of natural deep water berthage on the island. | This objective seeks to safeguard and maintain Foynes Island in the context of the Shannon-Foynes Port. It also supports the reinstatement of the Limerick to Foynes rail line and the delivery of the Foynes to Limerick Road Improvement Scheme. The development of port infrastructure or any improvements in transport infrastructure to the port have the potential to impact on the environment and therefore it is important that such development is subject to feasibility, site selection and environmental assessments as appropriate (SEA, EIA, AA, EcIA), and the outcomes of the planning process. It is noted that the Shannon Foynes Port is located directly adjacent to the Lower River Shannon Estuary SAC and River Shannon & River Fergus Estuaries SPA. The amended wording regarding SEA and AA are welcome as this RPO will require the implementation of the mitigation measures identified by the SEA and AA of the SIFP. | a) It is an objective, subject to the outcome of environmental assessments and the planning process, including SEA and AA as appropriate, to support the continued expansion of Shannon Foynes Port and to recognise the significant opportunities for the Southern Region and Ireland by virtue of its deep waters. b) It is an objective to support and promote the inclusion of Shannon Foynes Port onto the EU core network corridor as it would bring significant investment opportunities to the region in the form of FDI potential and as well as supporting enhanced external connectivity with Ireland's European partners. c) It is an objective to support the reinstatement of the Limerick to Foynes rail line and the delivery of the Foynes to Limerick Road Improvement Scheme. d) It is an objective to safeguard and maintain Foynes Island as a vital port asset and to support the provision of natural deep water berthage on the island | No change. |
| Limerick Shannon MASP Policy Objective 17 (former RPO 13) Retail | a. A Joint Retail Strategy shall be prepared in accordance with the Retail Planning Guidelines. b. It is an objective to support Limerick City Centre in maintaining its dominant retail function in the Mid-West hierarchy. The RSES supports and promotes the continued expansion and enhancement of retail development within the City Centre c. It is an objective to investigate the potential to develop a distinct shopping character to increase Shannon's attraction and to complement the retail function of Limerick city centre | a. Within one year of the adoption of the RSES/MASP a Joint Retail Strategy shall be commenced for the Limerick Shannon Metropolitan Area in accordance with the Retail Planning Guidelines. The Joint Retail Strategy shall include – inter alia- the defined area of the Core City Shopping Area, the location of Suburban or District Shopping Centres, a map to indicate sustainable travel routes to/from each shopping area. b. It is an objective to support Limerick City Centre in maintaining its dominant retail function in the Mid-West hierarchy. The RSES supports and promotes the continued expansion and enhancement of retail development within the City Centre. c. It is an objective to protect and enhance customer experience of visiting Limerick City Centre through facilitating a mixed expansion of services including high order comparison retailing in conjunction with service, cultural and entertainment facilities through appropriate and sensitive redevelopment and infill development. d. It is an objective to develop a distinct shopping character to increase Shannon's attraction and to complement the retail function of Limerick city centre. | This RPO has been updated to include further enhancements to the Joint retail strategy including identification of sustainable travel routes which is positive for the broader environment with potential indirect positive impacts for AQ and CF as well as PHH. A focus on sustainable travel modes would be a further positive addition to the commitment for travel routes. Redevelopment and infill projects have the potential for long-term positive impacts for PH, MA, CH, W and Lands by improvements to social fabric and reuse of building stock, improvements to drainage and control of run-off. As with all such redevelopment there is also potential for direct and indirect negative impacts on BFF e.g. bats and birds which may use sites or features for nesting and perching, CH if redevelopment of building stock is not carried out in an architecturally sensitive manner and also on W and S arising from potential for contamination for historic activities. | a) Within one year of the adoption of the RSES/MASP a Joint Retail Strategy shall be commenced for the Limerick Shannon Metropolitan Area in accordance with the Retail Planning Guidelines. The Joint Retail Strategy shall include – inter alia- the defined area of the Core City Shopping Area, the location of Suburban or District Shopping Centres, a map to indicate sustainable travel routes to/from each shopping area. b) It is an objective to support Limerick City Centre in maintaining its dominant retail function in the Mid-West hierarchy. The RSES supports and promotes the continued expansion and enhancement of retail development within the City Centre. c) It is an objective to protect and enhance customer experience of visiting Limerick City Centre through facilitating a mixed expansion of services including high order comparison retailing in conjunction with service, cultural and entertainment facilities through appropriate and sensitive redevelopment and infill development. d) It is an objective to develop a distinct shopping character to increase Shannon's attraction and to complement the retail function of Limerick city centre. | No change. |

| RPO Number and Title | Draft RSES 18-12-18 | Material Amendments for Public Consultation 12th Sep-11th Oct 2019 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES | Final RSES 31-1-2020 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES |
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| Limerick Shannon MASP Policy Objective 18 (former Objective 14) Strong Education Assets and Availability of Talent | a. It is an objective to support the existing educational facilities in the Limerick Shannon Metropolitan Area which includes University of Limerick/ Mary Immaculate/ Limerick Institute of Technology and the Shannon College of Hotel Management as critical drivers of economic development and the fostering of an innovative, knowledge-based economy for the Metropolitan Area. b. The MASP recognises that the Mid-West Action Plan for Jobs (APIJ) and the Mid-West Regional Skills Forum works collaboratively with all the agencies focusing on key actions and opportunities that the Limerick Shannon Metropolitan Area can offer in terms of employment generation and the fostering of the knowledge based economy, in particular relating to clustering of expertise e.g. aviation, med-tech, agri-food etc. It is an objective that the Mid-West APJ and the Mid-West Regional Skills Forum continue their work to deliver significant benefits to the Metropolitan Area and Mid-West. | a. It is an objective to support the existing educational facilities in the Limerick Shannon Metropolitan Area which includes University of Limerick/ Mary Immaculate/ Limerick Institute of Technology and the Shannon College of Hotel Management as critical drivers of economic development and the fostering of an innovative, knowledge-based economy for the Metropolitan Area. b. The MASP recognises that the Mid-West Regional Enterprise Plan (REP) and the Mid-West Regional Skills Forum works collaboratively with all the agencies focusing on key actions and opportunities that the Limerick Shannon Metropolitan Area can offer in terms of employment generation and the fostering of the knowledge based economy, in particular relating to clustering of expertise e.g. aviation, med-tech, agri-food etc. It is an objective that the Mid-West REP and the Mid-West Regional Skills Forum continue their work to deliver significant benefits to the Metropolitan Area and Mid-West. c. It is an objective to support investment in Higher Education Institutes, Education and Training Board, apprenticeships and skills development in the Metropolitan Area as an enabler for jobs growth. This includes, inter alia, investment in LIT, UL, associated research institutes and facilities, the Limerick and Clare Education and Training Board and initiatives applied to the Limerick Shannon Metropolitan Area under the Mid-West Regional Skills Forum and Mid-West Regional Enterprise Plan (REP). d. It is an objective to support Limerick as a Learning City, and Limerick's role in the UNESCO Global Network of Learning Cities. It is also an objective to seek investment in initiatives under the Learning City initiative and to support the spread of such initiatives in the metropolitan area and region wide. e. It is an objective to support the delivery of a Regional Design Centre to provide the focus for linkages between third level institutes, private design companies and enterprise. | Proposed amendments relate to educational supports. Indirect positive impacts for PHH and MA are anticipated as a result. Reference to investments in UL, etc. may result in additional infrastructure. As with any infrastructure development robust feasibility, route/site selection and project assessment will be needed to ensure protection of the environment in the short-long term. | a) It is an objective to support the existing educational facilities in the Limerick Shannon Metropolitan Area which includes UL, Mary Immaculate, LIT and the Shannon College of Hotel Management as critical drivers of economic development and the fostering of an innovative, knowledge-based economy for the Metropolitan Area. b) The MASP recognises that the Mid-West Regional Enterprise Plan (REP) and the Mid-West Regional Skills Forum works collaboratively with all the agencies focusing on key actions and opportunities that the Limerick Shannon Metropolitan Area can offer in terms of employment generation and the fostering of the knowledge based economy, in particular relating to clustering of expertise e.g. aviation, med-tech, agri-food etc. It is an objective that the Mid-West Regional Enterprise Plan and the Mid-West Regional Skills Forum continue their work to deliver significant benefits to the Metropolitan Area and Mid-West. c) It is an objective to support investment in Higher Education Institutes, Education and Training Board, apprenticeships and skills development in the Metropolitan Area as an enabler for jobs growth. This includes, inter alia, investment in LIT, UL, associated research institutes and facilities, the Limerick and Clare Education and Training Board and initiatives applied to the Limerick Shannon Metropolitan Area under the Mid-West Regional Skills Forum and Mid-West Action Plan for Jobs Regional Enterprise Plan (REP). d) It is an objective to support Limerick as a Learning City, and Limerick's role in the UNESCO Global Network of Learning Cities. It is also an objective to seek investment in initiatives under the Learning City initiative and to support the spread of such initiatives in the metropolitan area and region wide. e) It is an objective to support the delivery of a Regional Design Centre to provide the focus for linkages between third level institutes, private design companies and enterprise. | No change. |
| Limerick Shannon MASP Policy Objective 19 (former Objective 15) Tourism | a. It is an objective to support investment in infrastructure, increased capacity of Shannon International Airport, road and rail accessibility, to maximise the potential of tourism subject to the outcome of environmental assessments and the planning process. b. It is an objective to support the Limerick Shannon Metropolitan Area as a tourism destination. This will require the promotion of the tourism assets of the Mid-West SPA which include, inter alia, Ireland's Lakelands, the Shannon Estuary and its islands, greenways, blueways, Munster Vales the Burren, Cliffs of Moher, West Clare NST tourism route, Loop Head, Bunnraty, Holy Island, Lough Derg, St. Johns Castle. c. It is an objective to ensure collaboration between Local Authorities and tourism agencies to develop attractions such as the Wild Atlantic Way, Irelands Ancient East, Ireland's Hidden Heartland's | a) It is an objective to support investment in infrastructure, increased capacity of Shannon International Airport to utilise the existing spare capacity of Shannon International Airport and to improve road and rail accessibility to maximise the potential of tourism subject to the outcome of environmental assessments and the planning process. b) It is an objective to support the Limerick Shannon Metropolitan Area as a tourism destination. This will require the promotion of the tourism assets of the Mid-West SPA which include, inter alia, the Hunt Museum, Adare Heritage Centre, the Milk Market, Ballyhoura Mountain Trails, Thomond Park, the Great Southern Greenway, the Frank McCourt Museum, Pery Square, Limerick Gallery of Arts, Foyes Flying Boat Museum, Red Mile, Ireland's Lakelands, the Shannon Estuary and its islands, greenways, blueways, Munster Vales the Burren, Cliffs of Moher, West Clare NST tourism route, Loop Head, Bunnraty Castle, Holy Island, Lough Derg, King John's Castle. | The amendment to 'utilise existing spare capacity' at Shannon Airport is welcome from an environmental perspective as existing services can be used instead of developing new infrastructure. The addition of tourism sites and amenities is positive on PHH and MA, but as already noted should be subject to feasibility and environmental assessments to ensure tourism can be integrated with nature conservation in a sustainable manner. Although additional mitigation has been added in this regard, any future development of tourism/recreational/amenity facilities should include an assessment of any impacts that may arise from increased visitor pressures, in particular, on sensitive Natura 2000 habitats. Mitigation Any future development of the tourism/recreational/amenity facilities should include an assessment of any impacts that may arise from increased visitor pressures, in particular, | a) It is an objective to support investment in infrastructure, utilise the existing spare capacity of Shannon International Airport and to improve road and rail accessibility to maximise the potential of tourism subject to the outcome of environmental assessments and the planning process. b) It is an objective to support the Limerick Shannon Metropolitan Area as a tourism destination. This will require the promotion of the tourism assets of the Mid-West SPA, subject to the outcome of environmental assessments and the planning process. c) It is an objective to ensure collaboration between Local authorities and tourism agencies to develop attractions such as the Wild Atlantic Way, Irelands Ancient East, and Ireland's Hidden Heartland's. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. |
| Draft Waterford Metropolitan Area Strategic Plan | Waterford MASP Policy Objective 2: Driving Regional Growth for the South-East It is an objective to support the role of the Waterford Metropolitan Area as the primary driver of economic and population growth in the South-East SPA in conjunction with Key Towns of Carlow, Clonmel, Dungarvan, Kilkenny and Wexford, seek to strengthen inter-regional and intra-regional connectivity (public transport, strategic road network and digital) subject to robust route/site selection and the outcome of environmental assessments and the planning process. a. Between the Waterford Metropolitan Area and the other metropolitan areas of Dublin, Limerick Shannon and Waterford, strengthen connectivity to the Southern Region Ports, Atlantic Economic Corridor and strengthen connectivity on the TEN-T Corridor. b. Between the Waterford Metropolitan Area and Key Towns in the Southern Region, especially Key Towns in the South East c. Between the Waterford Metropolitan Area and the Key Towns and settlements in South Tipperary Urban Network and Transport Corridor, the Wexford-Rosslare Euro Port Change Location, and potential connection to the Dublin-Belfast Economic Corridor with a view to an Extended East Coast Corridor from Rosslare Europort to Larne which would include Gorey, Enniscorthy and Wexford as strategic locations on the Corridor. These initiatives, which will be progressed through the County Development Plan process, support the economic spread from the Waterford Metropolitan Area to stimulate employment led growth and regeneration across the wider region. d. Between the Waterford Metropolitan Area and Hinterland Towns of Carrick-on-Suir, New Ross & Environs and Tramore. | It is an objective to support the role of the Waterford Metropolitan Area as the primary driver of economic and population growth in the South-East SPA in conjunction with Key Towns of Carlow, Clonmel, Dungarvan, Kilkenny and Wexford, seek to strengthen inter-regional and intra-regional connectivity (public transport, strategic road network and digital) subject to robust route/site selection and the outcome of environmental assessments and the planning process: a. Between the Waterford Metropolitan Area and the other metropolitan areas of Dublin, Limerick Shannon and Waterford, strengthen connectivity to the Southern Region Ports, Atlantic Economic Corridor and strengthen connectivity on the TEN-T Corridor. b. Between the Waterford Metropolitan Area and Key Towns in the Southern Region, especially Key Towns in the South East c. Between the Waterford Metropolitan Area and the Key Towns and settlements in the Limerick-Waterford Transport and Economic network/axis and the Eastern Corridor (Dublin-Belfast Corridors extending to Rosslare Europort) which would include Gorey, Enniscorthy and Wexford as strategic locations on the Corridor. These initiatives, which will be progressed through the County Development Plan process, support the economic spread from the Waterford Metropolitan Area to stimulate employment led growth and regeneration across the wider region. d. Between the Waterford Metropolitan Area and Hinterland Towns of Carrick-on-Suir, New Ross & Environs and Tramore. e. It is an objective to support the socio-economic growth and continued investment, development and the enhancement of connectivity of the Waterford MASPs Hinterland Towns including of Carrick-on-Suir, New Ross & Environs and Tramore. | The amendment to this RPO includes support for connectivity of the Waterford MASP hinterland towns. This is positive for PHH and MA as it supports growth and investment. However, Carrick-on-Suir is located adjacent to the Lower River Suir SAC; New Ross is located adjacent to the River Barrow and Nora SAC; and Tramore is located within and adjacent to the Tramore Back Strand SAC and the Tramore Dunes and Back Strand SPA. Therefore, any plans (such as CDP, LAP or Masterplans) or projects related to investment, development or enhancement of connectivity for these areas should be subject to appropriate environmental assessments and the outcome of the planning process. | It is an objective to support the role of the Waterford Metropolitan Area as a primary economic driver for the Southern Region in conjunction with Key Towns of Carlow, Clonmel, Dungarvan, Kilkenny and Wexford, seek to strengthen inter-regional and intra-regional connectivity (public transport, strategic road network and digital) subject to robust route/site selection and the outcome of environmental assessments and the planning process: (a): Between the Waterford Metropolitan Area, the Port of Waterford (Belview) and the other metropolitan areas of Dublin, Limerick-Shannon and Waterford, strengthen connectivity to the Southern Region Ports, Atlantic Economic Corridor and strengthen connectivity on the TEN-T Corridor. (b): Between the Waterford Metropolitan Area and Key Towns in the Region, especially Key Towns in the South East (c): Between the Waterford Metropolitan Area and the Key Towns and settlements in the Limerick – Waterford Transport and Economic network/axis and the Extended Eastern ern Corridor (Dublin-Belfast Corridor extending to Rosslare Europort & Network linkage to New Ross /Waterford) which would include Gorey, Enniscorthy and Wexford as strategic locations on the Corridor. These initiatives which will be progressed through the County Development Plan process, to support the economic spread from the Waterford Metropolitan Area to stimulate employment led growth and regeneration across the wider region. (d) Between the Waterford Metropolitan Area and Hinterland Towns of Carrick-on-Suir, New Ross and Tramore. (e) It is an objective to support the socio-economic growth and continued investment, development and the enhancement of connectivity of the Waterford MASPs Hinterland Towns including of Carrick-on-Suir, New Ross and Tramore | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. |
| Waterford MASP Policy Objective 5 Investment in Infrastructure and Digital Connectivity | It is an objective to seek investment and stakeholder co-ordination on the sustainable development of infrastructure capacity (physical, multi-modal transport networks, digital/smart, green and social/community) to enable the Waterford Metropolitan Area fulfill its potential as a regional driver subject to the outcome of environmental assessments and the planning process | Waterford MASP Objective 5 Investment in Infrastructure & Digital Connectivity (a) It is an objective to seek investment and stakeholder co-ordination on the sustainable development of infrastructure capacity (physical, multi-modal transport networks, digital/smart, green and social/community) to enable the Waterford Metropolitan Area fulfill its potential as a regional driver subject to the outcome of environmental assessments and the planning process. (b) It is an objective to seek investment and improve quality in high speed, high capacity digital infrastructure and access for all to digital infrastructure in the Waterford Metropolitan Area. (c) It is an objective to seek investment in the initiatives of Local Authority Digital Strategies and investment in initiatives to deliver a greener, more innovative and smarter city and metropolitan area. (d) It is an objective to deliver high capacity ICT infrastructure and high-speed broadband so peripheral locations can interact more successfully with larger urban centres and the metropolitan area. | The amendments to this RPO, which specify that digital infrastructure is subject to the outcome of environmental assessments and the planning process and the development of a greener more innovative smarter city are welcome. These will bring positive impacts to PHH and MA and the broader environment. | (a) It is an objective to seek investment and stakeholder co-ordination on the sustainable development of infrastructure capacity (physical, multi-modal transport networks, digital/smart, green and social/community) to enable the Waterford Metropolitan Area fulfill its role potential as a primary economic driver in the region subject to the outcome of environmental assessments and the planning process. (b) It is an objective to seek investment and improve quality in high speed, high capacity digital infrastructure and access for all to digital infrastructure in the Waterford Metropolitan Area. (c) It is an objective to seek investment in the initiatives of Local Authority Digital Strategies and investment in initiatives to deliver a greener, more innovative and smarter city and metropolitan area. (d) It is an objective to deliver high capacity ICT infrastructure and high-speed broadband connections internationally and to the larger urban centres and peripheral locations in the wider region. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. |
| Waterford MASP Policy Objective 6 Sustainable Transportation | a. It is an objective to prepare a Waterford Metropolitan Area Strategic Transport Strategy during the lifetime of this MASP with all relevant stakeholders and it is an objective to ensure investment and implementation of the Waterford Metropolitan Area Strategic Transport Strategy. b. Local Authorities and public bodies including state transport agencies shall prioritise investment in the following road and rail infrastructure in the Metropolitan Area in support of Modal Shift from the private car to sustainable transport subject to the outcome of environmental assessments and the planning process, including measures to address environmental issues associated with brownfield development: • Relocation of the Railway Station to the North Quays • Improved connectivity between the city centre and the North Quays and wider Ferrybank area including provision of a pedestrian/public transport bridge; • New Link Road from Abbey Road to Belmont to improve sustainable connectivity and linkages between residential areas; • Bus Services: Extensive bus network across the Metropolitan Area with longer operational hours and increased frequencies to encourage the significant modal shift from the private car to sustainable transportation; • Development of new sustainable travel routes including greenways & blueways. Potential for further extensions exists which could build a metropolitan wide cycle network with the Deise Greenway established as a sustainable economic corridor through the county; • Development of a more walkable City. • Development of the 10- minute city concept for Waterford to drive integration of sustainable mobility with land-use planning, zoning, transport infrastructure (particularly public transport modes) in local level planning. | 6(A) Integration of Land Use and Transport It is an objective to prepare a Waterford Metropolitan Area Transport Strategy during the lifetime of this MASP with all relevant stakeholders and will be an objective of WMATS to secure investment for the implementation of it's recommendations subject to the outcome of the WMATS and environment assessment and the planning process including SEA/AA as appropriate: (b) It is an objective that Core Strategies of Local Authority Development Plans will identify the public transport corridors and nodal points on corridors in Waterford Metropolitan Area arising from the Waterford Metropolitan Area Transport Strategy which have potential for high density development/regeneration. Core Strategies shall identify the appropriate land use zonings for these nodal points and demonstrate the effective alignment between land use and transport infrastructure planning and delivery of the NPF Compact Growth targets as they apply to the Waterford Metropolitan Area. (c) It is an objective to achieve the National Strategic Outcomes for Regeneration through: • Regeneration, consolidation and growth of the City Centre and suburbs. • Delivery of the North Quays Innovation District SDZ regeneration project for integrated sustainable development through the provision of supporting transport infrastructure and services • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along public transportation corridors • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along strategic bus networks corridors. (d) It is an objective to seek sustainable higher densities where practicable at public transport nodal points. (e) Sustainable Transport It is an objective to support following sustainable transport priorities in the Waterford Metropolitan Area for consideration in the preparation of the Waterford Metropolitan Area Transport Strategy (WMATS) subject to the outcomes of the WMATS, the outcome of environmental assessments and the planning process including SEA/AA as appropriate: • Relocation of the Railway Station to the North Quays Innovation District with more direct access to city centre; • Improved connectivity between the city centre and the North Quays Innovation District and wider Ferrybank area including provision of a pedestrian/public transport bridge and proposed road bridge from The Mall to Ferrybank; • Provision of an additional Downstream Crossing to provide a link to the south bank of the River Suir in the vicinity of Maypark or Ardkeen, which would serve to create greater connectivity between lands to the North and South of the Suir, improve access to University Hospital Waterford and ease congestion on the existing crossing. The policies and objectives outlined would assist in the realisation of objectives relating to transportation | This RPO has been updated to include support for investment in sustainable transport infrastructure and public transport services, which is positive for PHH, MA, CF and AQ. It also includes for a downstream crossing on the River Suir, which is a designated SAC and as such as the potential to impact on BFF and W. It is important that any proposals are subject to environmental assessment and the outcome of the planning process particularly as the stretch of the River Suir that runs through the city is a designated SAC. Further amendments to this RPO set to achieve the National Strategic Outcomes of the NPF, through the sustainable and infrastructure led regeneration and consolidation and growth of city centre and suburbs, North Quays, and residential residential, employment and nodal locations along public transportation corridors, busConnects, suburban Rail corridor and to seek sustainable higher densities where practicable at public transport nodal points. This is positive for PHH and MA as it promotes integration of land use and transport planning thus also leading to positive impacts on CF and AQ and the broader environment. The amendments also refer to the SEA and AA of the WMATS, which will require the implementation of the outlined mitigation measures. This wording is welcome. | Waterford MASP Policy Objective 6 (a): Integration of Land Use and Transport a. It is an objective to prepare a Waterford Metropolitan Area Transport Strategy (WMATS) during the lifetime of this MASP with all relevant stakeholders. Transport investment requirements in the Waterford Metropolitan Area will be identified and prioritised, subject to the recommendations of the WMATS and outcome of environment assessment and the planning process including mitigation under SEA/AA as appropriate: (b) It is an objective that Core Strategies of Local Authority Development Plans will identify the public transport corridors and nodal points on corridors in Waterford Metropolitan Area arising from the Waterford Metropolitan Area Transport Strategy which have potential for high density development/regeneration. Core Strategies shall identify the appropriate land use zonings for these nodal points and demonstrate the effective alignment between land use and transport infrastructure planning and delivery of the NPF Compact Growth targets as they apply to the Waterford Metropolitan Area. (c) It is an objective to achieve the National Strategic Outcomes for Regeneration through: • Regeneration, consolidation and growth of the City Centre, Cultural Quarter and suburbs. • Delivery of the North Quays Innovation District SDZ regeneration project for integrated sustainable development through the provision of supporting transport infrastructure and services • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along public transportation corridors • Regeneration, consolidation and growth of strategic residential, employment and nodal locations along strategic bus networks corridors. (d) It is an objective to seek sustainable higher densities where practicable at public transport nodal points. Waterford MASP Policy Objective 6 (b): Sustainable Transport It is an objective to support the following sustainable transport priorities in the Waterford Metropolitan Area subject to their consistency with the recommendations of the WMATS the outcomes of the WMATS, the outcome of environmental assessments and the planning process including mitigation under SEA/AA as appropriate: • Relocation of the Railway Station to the North Quays Innovation District with more direct access to city centre; • Improved connectivity between the city centre and the North Quays Innovation District and wider Ferrybank area including provision of a pedestrian/public transport bridge and proposed road bridge from The Mall to Ferrybank; • Provision of an additional Downstream Crossing to provide a link to the south bank of the River Suir in the vicinity of Maypark or Ardkeen, which would serve to create greater connectivity between lands to the North and South of the Suir, improve access to University Hospital Waterford and ease congestion on the existing crossing. The policies and objectives outlined would assist in the realisation of objectives relating to transportation | As per previous assessment; 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 Number and Title | Draft RSES 18-12-18 | Material Amendments for Public Consultation 12th Sep-11th Oct 2019 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES | Final RSES 31-1-2020 | SEA / AA / FRA Assessment of Proposed Amendments to Draft RSES |
|---|--|---|--|---|--|
| | | <p>* New Link Road from Abbey Road to Belmont to improve sustainable connectivity;</p> <ul style="list-style-type: none"> Development of a Metropolitan Area Public Transport system including routes from the City Centre to WIT, Waterford University Hospital, Port of Waterford at Belview and consideration of routes from strategic settlements outside the metropolitan area including Tramore, New Ross and Carrick-on-Suir. Development of sustainable travel options to support and facilitate improved access to the City Centre, from the wider urban area, north and south of the river by walking, cycling and public transport including Quick, frequent and convenient bus services and provision for Park and Ride facilities in tandem with the Green Route, additional cycle lanes. Measures to encourage Modal shift to bus and rail for commuters into the city and measures to support regeneration, consolidation and employment led growth of strategic settlements along the Rail Corridor from Clonmel into Waterford. Bus Services: Extensive bus network across the Metropolitan Area with longer operational hours and increased frequencies to encourage the significant modal shift from the private car to sustainable transportation; Development of new sustainable travel routes including greenways & blueways. Potential for further extensions exists which could build a metropolitan wide cycle network with the Waterford Greenway established as a sustainable economic corridor through the county; Development of a more walkable City. Development of the 10 minute city concept for Waterford to drive integration of sustainable mobility with land-use planning, zoning, transport infrastructure (particularly public transport modes) in local level planning | | <ul style="list-style-type: none"> New Link Road from Abbey Road to Belmont to improve sustainable connectivity; Development of a Metropolitan Area Public Transport system including routes from the City Centre to WIT, Waterford University Hospital, Port of Waterford at Belview and consideration of routes from strategic settlements outside the metropolitan area including Tramore, New Ross and Carrick-on-Suir. Development of sustainable travel options to support and facilitate improved access to the City Centre, from the wider urban area, north and south of the river by walking, cycling and public transport including Quick, frequent and convenient bus services and provision for Park and Ride facilities in tandem with the Green Route, additional cycle lanes. Measures to encourage Modal shift to bus and rail for commuters into the city and measures to support regeneration, consolidation and employment led growth of strategic settlements along the Rail Corridor from Clonmel into Waterford. Bus Services: Extensive bus network across the Metropolitan Area with longer operational hours and increased frequencies to encourage the significant modal shift from the private car to sustainable transportation; Development of new sustainable travel routes including greenways & blueways. Potential for further extensions exists which could build a metropolitan wide cycle network with the Waterford Greenway established as a sustainable economic corridor through the county; Development of a more Walkable City. Support traffic calming measures to make the Metropolitan Area such as shared streets and pedestrian friendly environments with wider footpaths, identification of walking routes with improved signage, creation of places and spaces to meet and rest, street tree planting. Development of the 10 minute city concept for Waterford to drive integration of sustainable mobility with land-use planning, zoning, transport infrastructure (particularly public transport modes) in local level planning | |
| Waterford MASP Policy Objective 7 Regional Connectivity | It is an objective to support the development of improved Regional Connectivity through development of strategic transport infrastructure to support the sustainable development of the South-East Waterford City Region subject to the outcome of environmental assessments and the planning process. Local Authorities and public bodies including state transport agencies shall prioritise investment in the following road and rail infrastructure subject to the outcome of environmental assessments and the planning process: <ul style="list-style-type: none"> Improvements to the Waterford -Limerick/Shannon Strategic Transport Corridor to include upgrading of N24 and Rail line for faster journey times and improved public transport frequencies on public bus and rail services. Improvements to the Waterford -Cork Strategic Transport Corridor to include upgrading of N25 and additional options for Park and Ride into Cork and Waterford. Improvements to the Waterford – Rosslare Europort & Wexford Strategic Transport Corridor to include improved road and rail connectivity into Rosslare Europort from Waterford, recognising the important role of Rosslare Europort as a passenger and freight port for the Waterford Metropolitan Area and wider-Southern Region. Measures to support Modal Change through transfer of freight from road to rail through increased use of freight sidings (or creation of new rail connections) at the ports and other locations throughout the South-East Waterford City Region. Retention of the Waterford -Rosslare Rail line for future freight rail connectivity for Rosslare Europort. | It is an objective to support the development of improved Regional Connectivity through development and maintenance of strategic transport infrastructure to support the sustainable development of the South-East Waterford City Region subject to the outcome of the WMATS where applicable, appropriate appraisal, environmental assessments and the planning process. Local Authorities and public bodies including state transport agencies shall prioritise investment in the following road and rail infrastructure, subject to the outcome of environmental assessments and the planning process: <p>a) The maintenance and enhancement of the national roads network, catering for transport demand within the Waterford Metropolitan Area, for improved inter-urban / interregional connectivity/ reduced journey times and for improved access to international gateways, including Port of Waterford, Rosslare-Europort and Waterford Airport, through:</p> <p>i) Delivery of current Government programmed and proposed national road network improvement schemes relating to the Waterford Metropolitan Area and associated inter-urban connecting roads.</p> <p>ii) The maintenance and optimisation of the strategic road network's capacity and utility, through the implementation of appropriate demand management measures.</p> <p>b) Improvements to the Waterford -Limerick/ Shannon Strategic Transport Corridor to include upgrading of N24 and Rail line for faster journey times and improved public transport frequencies on public bus and rail services.</p> <p>c) Improvements to the Waterford -Cork Strategic Transport Corridor to include upgrading of N25 and additional options for Park and Ride into Cork and Waterford.</p> <p>d) Improvements to the Waterford – Rosslare Europort & Wexford Strategic Transport Corridor to include improved road and rail connectivity into Rosslare Europort from Waterford, recognising the important role of Rosslare Europort as a passenger and freight port for the Waterford Metropolitan Area and wider-Southern Region.</p> <p>e) The optimal use of the rail network, connecting Waterford at a regional and national level, in catering for the movement of people and goods including development of commuter rail services into Waterford.</p> <p>f) Retention of the Waterford -Rosslare Rail line for future freight and passenger rail connectivity for Rosslare Europort</p> <p>g) Measures to support Modal Change through transfer of freight from road to rail through increased use of freight sidings (or creation of new rail connections) at the ports and other locations throughout the South-East Waterford City Region.</p> | The amendments to this RPO provide additional clarity on regional connectivity. Maintenance and enhancement of the national road network is identified as amendments to this RPO. This has direct positive impacts in the long term for PHH and MA as maintaining the network ensures it is fit for purpose and safe into the future. Maintaining the network also contributes indirectly to positive AQ and CF in terms of ensuring the roads function as intended and can cater for the most effective driving conditions possible to reduce vehicle emissions. It is noted that any enhancements or new connections in the National roads network would be subject to Tii planning guidance which supports robust route selection and project environmental appraisal. The additional reference to demand management is positive as it clearly points to solutions which reduce the need for new or enhanced road network and instead focusses on driver behaviour and alternative options to new roads with long term positive impacts for AQ, CF, BFF, LandS LS, CH, W etc. all of which can be negatively impacted from new road infrastructure. Robust feasibility, route selection, appropriate environmental assessment (EIA, AA EclA and FRA) and the outcomes of the planning process at the project level will be required for all new transport infrastructure. Improved access, reduced journey times, improved rail network, are all positive for PHH and MA and indirectly positive for CF and AQ. | It is an objective to support the development of improved Regional Connectivity through development and maintenance of strategic transport infrastructure to support the sustainable development of Waterford and the South-East subject to the outcome of WMATS where applicable, appropriate appraisal, environmental assessments and the planning process: <p>Local Authorities and public bodies including state transport agencies shall prioritise investment in the following road and rail infrastructure subject to the outcome of environmental assessments and the planning process to deliver enhanced regional connectivity:</p> <p>a) The maintenance and enhancement of the national roads network, catering for transport demand within the Waterford Metropolitan Area, for improved inter-urban / interregional connectivity/ reduced journey times and for improved access to international gateways, including Port of Waterford, Rosslare-Europort and Waterford Airport, through:</p> <p>(i) Delivery of current Government programmed and proposed national road network improvement schemes relating to the Waterford Metropolitan Area and associated inter-urban connecting roads.</p> <p>(ii) The maintenance and optimisation of the strategic road network's capacity and utility, through the implementation of appropriate demand management measures.</p> <p>(b) Improvements to the Waterford -Limerick/Shannon Strategic Transport Corridor to include upgrading of N24 and Rail line for faster journey times and improved public transport frequencies on public bus and rail services.</p> <p>(c) Improvements to the Waterford -Cork Strategic Transport Corridor to include upgrading of N25 and additional options for Park and Ride into Cork and Waterford.</p> <p>(d) Improvements to the Waterford – Rosslare Europort & Wexford Strategic Transport Corridor to include improved road and rail connectivity into Rosslare Europort from Waterford, recognising the important role of Rosslare Europort as a passenger and freight port for the Waterford Metropolitan Area and wider-Southern Region.</p> <p>(e) The optimal use of the rail network, connecting Waterford at a regional and national level, in catering for the movement of people and goods including development of commuter rail services into Waterford.</p> <p>(f) Retention of the Waterford -Rosslare Rail line for future freight and passenger rail connectivity to for Rosslare Europort.</p> <p>(g) Measures to support Modal Change through transfer of freight from road to rail through increased use of freight sidings (or creation of new rail connections) at the ports and other locations throughout the South-East .</p> | No change. |
| Waterford MASP Objective 8 Housing and Regeneration (new Objective at MA Stage former RPO P) | | <p>a) It is an objective to support the densification of Waterford City Centre, the assembly of brownfield sites for development and the regeneration and redevelopment of Waterford City Centre to accommodate residential use. The MASP recognises that initiatives will facilitate compact growth and increased residential density in the city centre.</p> <p>b) It is an objective to ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF and RSES objectives.</p> | This policy objective is focused on delivering compact growth. Overall compact growth will give rise to direct and indirect positive impacts in terms of PHH and MA as a result of the focus on infill, regeneration and focusing development within the city and urban footprints, which safeguards long term wellbeing of established communities. Compact growth can facilitate better coordination of critical services such as water and waste water treatment, etc. This also has direct positive impacts for PHH and MA and indirect positive impacts on BFF, W, LS. However, any infrastructure development has the potential to negatively impact on the environment and this will require consideration in the planning of developments. The application of existing mitigation including WE1,WE2 and WE4 will be essential to protecting the natural and cultural assets when developing and regenerating the city. | <p>a) It is an objective to support the the high-quality compact growth of Waterford City Centre and suburban areas, the assembly of brownfield sites for development and the regeneration and redevelopment of Waterford City Centre to accommodate residential use. The MASP will support initiatives which facilitate compact growth and which promote well designed high-density residential developments which protect amenities and in the city centre and suburban areas.</p> <p>b) It is an objective to ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF and RSES objectives.</p> | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. |
| Waterford MASP Policy Objective 12 A Smart Metropolitan Area and Strengths in Attracting FDI (new at MA Stage former RPO Q) | | <p>a) It is an objective to seek investment in the sustainable development of initiatives of IDA Ireland and Enterprise Ireland in strengthening enterprise assets, fostering competitive locations and conditions for enterprise growth in the Waterford Metropolitan Area.</p> <p>b) It is an objective to implement and develop novel technologies, build a sustainable knowledge base and engage citizens in digital transformation, while minimising the risk of digital inequalities in the Waterford Metropolitan Area.</p> | See previous assessment of Waterford MASP for initiatives to development in that area. This additional objective will give rise to indirect positive impacts for PHH and MA in the long-term. The reference to 'sustainable' is welcome however suggest it should refer to development of sustainable initiatives rather than sustainable development of initiatives. | <p>a) It is an objective to seek investment in the sustainable development of initiatives of IDA Ireland and Enterprise Ireland in strengthening enterprise assets, fostering competitive locations and conditions for enterprise growth in the Waterford Metropolitan Area.</p> <p>b) It is an objective to implement and develop novel technologies, build a sustainable knowledge base and engage citizens in digital transformation, while minimising the risk of digital inequalities in the Waterford Metropolitan Area.</p> | No change. |
| Waterford MASP Policy Objective 13 Economic Resilience and Clusters (new at MA Stage former RPO R) | | It is an objective to develop, deepen and enhance the economic resilience of the Waterford Metropolitan Area through creating a vibrant and diversified enterprise base, with strong, healthy, connected Eolas Comhroinnta Obair le cheille / Shared Knowledge Working Together (ECOLC/SKWT) Clusters which assist in bringing disruptive technologies and innovations to national and global markets. | See previous assessment of Waterford MASP for initiatives to development in that area. This additional objective will give rise to indirect positive impacts for PHH and MA in the long-term. | It is an objective to develop, deepen and enhance the economic resilience of the Waterford Metropolitan Area through creating a vibrant and diversified enterprise base, with strong, healthy, connected Eolas Comhroinnta Obair le cheille / Shared Knowledge Working Together (ECOLC/SKWT) Clusters which assist in bringing disruptive technologies and innovations to national and global markets. | No change. |
| Waterford MASP Policy Objective 19 (former Objective 16) Retail | Within one year of adoption of the RSES/MASP a Joint Retail Strategy shall be prepared for the Waterford Metropolitan Area in accordance with the Retail Planning Guidelines. The Joint Retail Strategy shall include – inter alia- the defined area of the Core City Shopping Area, the location of Suburban or District Shopping Centres, a map to indicate sustainable travel routes to/from each shopping area. | Within one year of the adoption of the RSES/MASP a Joint Retail Strategy shall be prepared for the Waterford Metropolitan Area in accordance with the Retail Planning Guidelines. The Joint Retail Strategy shall include – inter alia- the defined area of the Core City Shopping Area, the location of Suburban or District Shopping Centres, a map to indicate sustainable travel routes to/from each shopping area which prioritise cycle and pedestrian access over cars. It is an objective to protect and enhance customer experience of visiting Waterford City Centre through facilitating a mixed expansion of services including high order comparison retailing in conjunction with service, cultural and entertainment facilities through appropriate and sensitive redevelopment and infill development. | This RPO has been updated to include further enhancements to the Joint retail strategy through appropriate and sensitive redevelopment and infill development. Redevelopment and infill projects have the potential for long-term positive impacts for PH, MA, CH, W and LandS by improvements to social fabric and reuse of building stock, improvements to drainage and control of run-off. As with all such redevelopment there is also potential for direct and indirect negative impacts on BFF e.g. bats and birds which may use sites or features for nesting and perching. CH if redevelopment of building stock is not carried out in an architecturally sensitive manner and also on W and S arising from potential for contamination for historic activities. | <p>(a) Within one year of adoption of the RSES/MASP a Joint Retail Strategy shall be prepared for the Waterford Metropolitan Area in accordance with the Retail Planning Guidelines. The Joint Retail Strategy shall include – inter alia- the defined area of the Core City Shopping Area, the location of Suburban or District Shopping Centres, a map to indicate sustainable travel routes to/from each shopping area, which prioritise cycle and pedestrian access over cars.</p> <p>(b) It is an objective to protect and enhance customer experience of visiting Waterford City Centre through facilitating a mixed expansion of services including high order comparison retailing in conjunction with service, cultural and entertainment facilities in the wider City Centre including Cultural Quarter and the heritage experience available in the “Viking Triangle as well as appropriate and sensitive redevelopment and infill development.</p> | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. |
| Waterford MASP Policy Objective 23 (former Objective 20) Lifelong Learning and Skills | It is an objective to support measures to develop Waterford as a Learning City including community education initiatives and support for lifelong learning and skills training including the development of the necessary infrastructure and facilities, subject to the outcome of environmental assessments and the planning process | It is an objective to support measures to develop Waterford as a UNESCO Learning City including community education initiatives and support for lifelong learning and skills training, recognising the requirements for accessible Irish Language Learning for children and adults and linguistic diversity in a multi-cultural society through including the development of the necessary infrastructure and facilities, subject to the outcome of environmental assessments and the planning process. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to support measures to develop Waterford as a UNESCO Learning City including community education initiatives and support for lifelong learning and skills training recognising the requirements for accessible Irish Language Learning for children and adults and linguistic diversity in a multi-cultural society through the development of the necessary infrastructure and facilities, subject to the outcome of environmental assessments and the planning process. | No change. |
| Waterford MASP Policy Objective 21: Social Inclusion | It is an objective to support and seek investment in delivering actions and stakeholder initiatives of the Local Economic Community Plans (LECPs) of Local Authorities to strengthen community infrastructure and promote social inclusion for all citizens across all our communities, subject to the outcome of environmental assessments and the planning process. | It is an objective to support and seek investment in delivering actions and stakeholder initiatives of the Local Economic Community Plans (LECPs) of Local Authorities to strengthen community infrastructure and promote social inclusion and diversity for all citizens across all our communities, supporting integration of new communities, refugees and asylum seekers. All actions and initiatives shall be subject to the outcome of environmental assessments and the planning process. | As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. | It is an objective to support and seek investment in delivering actions and stakeholder initiatives of the Local Economic Community Plans (LECPs) of Local Authorities to strengthen community infrastructure and promote social inclusion and diversity for all citizens across all our communities, supporting integration between established communities, of new communities, refugees and asylum seekers. All actions and initiatives shall be subject to the outcome of environmental assessments and the planning process. | N+A1.F337o change. |

2.2 Assessment of Amendments to Plan

The following sub sections highlight in red, the proposed material changes to the draft plan along with a corresponding environmental assessment of the changes.

2.2.1 Material Amendment No. 2

It is proposed to insert additional text in Chapter 2 as follows:

Climate Change represents the most serious threat to human life and the environment.

If action is not taken on a global scale, the consequences are that global warming will continue and will change weather patterns, cause sea levels to rise, threatening the future of entire nations and posing wider risks in terms of degradation of biodiversity and threatening the planet's ability to provide adequate food and shelter for the human population.

Ireland and the EU are signatories to the Paris Agreement, a legally binding international agreement to restrict global temperature rises to well below 2°C above pre-industrial levels and with the aim to limit the increase to 1.5°C, since this would significantly reduce risks and the impacts of climate change. Ireland's international commitments on the climate also extend to the UN Sustainable Development Goals and, in particular, SDG 13 to 'take action to combat climate change and its impacts.'

The international and EU commitments to climate action are enacted in Ireland through the Climate Action and Low Carbon Development Act, 2015, which provides the statutory framework to pursue decarbonisation by 2050. The legal commitments will be now augmented and driven by the Government's Climate Action Plan 2019 – To Tackle Climate Breakdown' to integrate effective Climate Action measures into national policies backed by the Climate Action Fund.

The Southern Regional Assembly will support implementation of the Government's Climate Action Plan 2019 – and the RSES has identified three Priority Areas for Action to bring about a Transition to a Low Carbon Economy and Society:

- Decarbonisation,
- Resource Efficiency and
- Climate Resilience i.e. how we adapt to climate change or reduce harmful impacts on people, infrastructure and property and the natural environment.

All of the global risks of climate change are risks to the Region, where the extensive coastline and island communities are exposed to future changes in sea levels. The Southern Regional Assembly is committed under the National Mitigation Plan¹ to lead a regional response as part of its statutory planning role through the RSES - to put in place a high-level regional strategy for Transition to a Low Carbon Economy and Society across all sectors.

Action on climate change will be achieved through implementation of RSES across all areas of the Strategy, and in all economic sectors, where the combined effort of all Local Authorities and their local communities, Government Departments and State Agencies will be required to implement objectives for Compact Growth, Sustainable Travel and Place-Making to reduce travel demand between residential areas and centres of employment, education and commerce.

Existing targets for reduction of emissions across different sectors will be further developed including key targets for 55% movement by sustainable transport modes and will be followed up by robust implementation of timebound and measurable objectives on climate action for the region.

¹ Action 18 Community engagement, participation and acceptance, spatial planning and regulation.

Once adopted, the implementation structures can be established to pursue the objectives identified in the RSES – including the Priority Areas for Action.

2.2.1.1 Assessment

The addition of the above text does not change the assessment of the relevant RPOs on decarbonisation, resource efficiency and planning for climate resilience. Therefore, there are no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.

No further mitigation is proposed.

2.2.2 Material Amendment No. 6

It is proposed to amend Table 3.2 in Section 3.5 as follows:

Table 3.2 be amended as follows:

| Table 3.2 – Settlement Typology | | | |
|---------------------------------|---|--|--------------------------|
| Category | Attributes | Place | Policy Level |
| Key Towns | Large population scale urban centre functioning as self-sustaining regional drivers. | Kilkenny Ennis Carlow Tralee Wexford Clonmel | RSES Development Plan |
| | Strategically located urban centres with accessibility and significant influence in a sub-regional context. | Killarney Mallow Nenagh Thurles Newcastle West Clonakilty Dungarvan Gorey | |

2.2.2.1 Assessment

The assigning of the two attributes to reflect Table 3.2 does not affect the assessment provided for the Key Towns in the Environmental Report. Therefore, there are no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan. No mitigation is proposed.

No further mitigation is proposed.

2.2.3 Material Amendment 7

It is proposed to remove and insert additional text in Section 3.5 as shown in blue & strikethrough below:

The framework for identifying Key Town is provided in National Policy Objective 9 of the NPF and 14 Key Towns are identified in the RSES based on these criteria reflecting the differing urban structures across the Southern Region and their strategic role and location. ~~The Key Towns reflect the differing urban structures across the Southern Region and are based on their strategic role and location.~~ They play a critical and strategic role in underpinning the strategy and ensure the consolidation and spread of growth beyond the cities to the sub regional level. It is envisaged that the Key Towns will be a focus for significant growth (more than 30%). The nature, scale and phasing of this growth will be determined by Local Authorities depending on capacity analysis of each town. For some this will result in significant

population growth - in others the emphasis may be on growth of services and facilities with more limited growth in population.

~~The NPF highlights the role of employment and states that population only partly explains Irelands urban structure and where jobs are located. Towns with a critical population mass for example (Kilkenny, Ennis, Carlow, Tralee, Wexford and Clonmel) are important generators of economic activity have a large sphere of influence and have thus been identified as Key Town. Certain large towns and employment centres with a population base of more than 10,000 people or more than 2,500 jobs were considered along with other factors. Other towns were considered in consultation with relevant Local Authorities and have been included as Key Towns based on the role, they can play in strengthening the regions urban structure, geographic location, track record, encouraging population growth in strong employment and service areas and potential for sub regional interdependencies.~~

Six of the Key Towns have a very significant population scale; Kilkenny City, Ennis, Carlow, Tralee, Wexford and Clonmel. These are major centres for delivery of public services, with large hospitals, third level education, courts, local authority, government and other functions as well as economic and business roles and higher order retail functions. These Key Towns function as self-sustaining regional drivers **and have a comparable structure to the five regional growth centres identified in the NPF.** They have considerable scope for growth and it is envisaged that local authorities should plan for population growth more than 30% by 2040.

The large scale Key Towns are complemented by a network of Key Towns; Killarney, Mallow, Nenagh, Thurles, Newcastle West, Clonakilty, Dungarvan and Gorey that will play a significant role in strengthening the regions urban structure, based on their geographic location, track record of performance and delivery, encouraging population growth in strong employment and service areas, potential for sub-regional interdependencies which creates scope for collaboration and complementarily and supporting balanced employment led growth. It is envisaged that local authorities would also plan for significant growth in these Key Towns based on capacity analysis including historic growth levels.

2.2.3.1 Assessment

The assessments and the recommended mitigation measures for the 14 key towns remain unchanged as a result of the above changes regarding scope for growth. Future growth of key towns should have regard to the environmental sensitivities outlined in the draft Environmental Report. Furthermore growth should be planned for on a phased basis in consultation with the local authority and other bodies such as Irish Water to ensure that sufficient services e.g. wastewater capacity are in place so as not to contribute to degradation on the environment.

No further mitigation is proposed.

2.2.4 Material Amendment No. 24

It is proposed to insert additional text in Section 3.8 as follows:

Limerick-Waterford Economic and Transport Corridor

The Limerick - Waterford Economic and Transport Corridor links key regional cities and towns by rail and road and is one the primary networks and economic drivers for the Southern Region. The RSES support enhanced connectivity between the MASP cities by the M24 (potential upgrade of N24 to M24), enhanced rail services including development Limerick Junction as a National Freight Hub. The Corridor is uniquely placed in the centre of the region with a number of large towns in Tipperary along its corridor - Clonmel, Carrick on Suir; Tipperary and Cahir all of which have strong economic, social and cultural associations. The network has been developed and supported through a number of intra-regional economic and tourism initiative including the Munster Vales, Butler trail, Historic Town Walls and the River Suir Blueway. The Corridor is also unique in that it connects the Atlantic Economic Corridor and the Eastern Economic Corridor. The RSES will support the further development and investment in this corridor, building on its connectivity; strong urban framework and economic clustering of activities.

2.2.4.1 Assessment

The Limerick - Waterford Economic and Transport Corridor will have direct positive impacts for PHH and MA as it focuses on supporting connectivity between Limerick and Waterford through transport (see RPO 158) and rail services (see RPO 136). However, development of transport networks also has the potential for significant negative impacts on the environment and as such should be subject to detailed route/site selection, environmental assessments and the outcome of the planning process.

No further mitigation is proposed.

2.2.4.2 Final Plan

The members of the assembly voted to accept the Director's recommendation to reject the proposed material amendment.

2.2.5 Material Amendment No. 126

It is proposed to insert additional text in Section 4.2 of the Limerick Shannon MASP as shown in blue below:

The NPF and Implementation Roadmap provided by the DHPLG set out the population allocations and targets for each local authority area including projections to achieve accelerated urban growth². The NPF sets out ambitious targets for Limerick City and Suburbs of a population of least 141,000 by 2040 (as per Table 4.1 of the NPF). The proposed inclusion of the four Tipperary DEDs within the MASP will require a reassessment of population allocation within Tipperary to support the growth of the newly defined area reflecting its proposed inclusion in the Limerick Shannon Metropolitan Area³.

The NPF and Implementation Roadmap also refer to further qualified allowances which may apply to deliver on accelerated urban growth in Metropolitan Areas. National Policy Objective 68 states a Metropolitan Area Strategic Plan may enable up to 20% of the phased population growth targeted in the principle city and suburban area, to be accommodated in the wider metropolitan area i.e. outside the city and suburbs or contiguous zoned area, in addition to growth identified for the Metropolitan Area.

This will be subject to:

- Any relocated growth being in the form of compact development, such as infill or sustainable urban extension.
- Any relocated growth being served by high capacity public transport and/or related to significant employment provision; and
- National Policy Objective 9.

This may be relevant in the Limerick Shannon context given for example the need for change to a more balanced concentric city through strategic proposals for development at Mungret and by opening the north eastern quadrant (in both Limerick and Clare) facilitated by the development of the LNDR. The application of NPO68 will be subject to review by the MASP Implementation Group.

As required under the NPF 50% of all new housing within Limerick City is to occur within the existing city and suburbs footprint, through brownfield, infill and regeneration. Outside of Limerick City, 30% of

² In addition, the Dept have clarified that the 25% Headroom identified in the Roadmap can apply to the County Clare area of the Limerick – Shannon Metropolitan Area.

³ The proposed inclusion of the four Tipperary DEDs within the MASP is made on the basis of the application of NPF allowances to these four areas on the same basis as the other local authorities included in the MASP (including the application of the 25% Headroom).

all new homes that are targeted in settlements is to occur within their existing built-up footprints as per National Policy Objective 3 (c) of the NPF.

Refer to Chapter 9 regarding implementation of the MASP.

New Table: Population Projections 2026 and 2031 for the Limerick Shannon Metropolitan Area⁴

| Area | Population 2016 | Projected Population 2026 | Projected Population 2031 |
|---|--------------------|------------------------------|------------------------------|
| Limerick City and Suburbs (in Limerick) | 89,671 | 112,089 | 123,298 |
| Limerick City and Suburbs (in Clare) | 4,521 | 5,607 | 6,150 |
| Subtotal | 94,192 | 117,696 | 129,448 |
| Remainder Metropolitan Area (Limerick) | 15,281 | 19,453 | 21,611 |
| Remainder Metropolitan Area (Clare) | 22,947 | 25,414 | 26,463 |
| Tipperary Metropolitan Area | 7,499 | 8,324 | 8,624 |
| Subtotal | 45,727 | 53,191 | 56,698 |
| Total Limerick Shannon Metropolitan Area | 139,919 | 170,887 | 186,146 |

2.2.5.1 Assessment

The seeking of compact growth and regeneration in existing built-up envelopes with high capacity public transport and/or related to significant employment provision will bring positive impacts for PHH, MA and BFF. However, as identified in the previous assessment of the RPOs for the Limerick Shannon MASP, it is vital that infrastructure and services e.g. transport, wastewater and water supply, are phased in tandem with planned population growth to ensure that the carrying capacity of the environment isn't exceeded. See also assessment provided for the amendment to the Limerick Shannon MASP boundary in Section 2.3.

Mitigation:

⁴ The overall population projections for each county, as provided in the NPF Implementation Roadmap (July 2018), do not change in light of these MASP projections figures.

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. Core Strategies shall also be developed having regard to the infill/brownfield targets set out in National Planning Framework National Policy Objectives 3a-3c.

2.2.5.2 Final Plan

The members of the assembly voted to accept the director’s recommendation to reject the proposed boundary extension to the Limerick Shannon MASP. The text in the first paragraph of Section 2.2.5 has been amended to remove reference to the population allocation within an extended metropolitan area.

As per previous assessment; no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from this proposed alteration to the draft plan.

2.2.6 Material Amendment No. 139

It is proposed to insert additional text in Section 4.3 of the Waterford MASP as shown in blue below:

The NPF and Implementation Roadmap sets out projections to achieve accelerated urban growth. The NPF and Implementation Roadmap also refer to potential qualified allowances which may apply to deliver on accelerated urban growth in Metropolitan Areas⁵. National Policy Objective 68 states a Metropolitan Area Strategic Plan may enable up to 20% of the phased population growth targeted in the principle city and suburban area, to be accommodated in the wider metropolitan area i.e. outside the city and suburbs or contiguous zoned area, in addition to growth identified for the Metropolitan Area.

This will be subject to:

- Any relocated growth being in the form of compact development, such as infill or sustainable urban extension.
- Any relocated growth being served by high capacity public transport and/or related to significant employment provision; and
- National Policy Objective 9.

This may be relevant in the Waterford context given the need for change to a more balanced concentric city which would require significant growth, development (and infrastructure) on the northern side of the River Suir (predominantly in Co Kilkenny) **and this should be subject to review by the MASP Implementation Group.**

New Table: Population Projections 2026 and 2031 for the Waterford Metropolitan Area⁶

| Settlement | 2016 | 2026 | Uplift | 2031 (see Note 5) | Uplift (see Note 5) |
|--|-------|-------|--------|-------------------|---------------------|
| City & suburbs (Kilkenny) + 60% to 2040 | 5,288 | 6,608 | 1,320 | 7,268 | 660 |
| Remainder Metropolitan | 2,951 | 3,321 | 370 | 3,506 | 185 |

⁵ The Department have clarified that the 25% Headroom identified in the Roadmap can apply to the County Kilkenny area of the Waterford Metropolitan Area

⁶ The overall population projections for each county, as provided in the NPF Implementation Roadmap (July 2018), do not change in light of these MASP projections figures.

| | | | | | |
|--|--------|--------|--------|--------|-------|
| Area (Kilkenny) + 30% to 2040 | | | | | |
| City and suburbs (Waterford) + 60% to 2040 | 48,216 | 60,716 | 12,500 | 66,966 | 6,250 |
| Remainder Metropolitan Area (Waterford) + 30% to 2040 | 3,399 | 3,819 | 420 | 4,029 | 210 |
| METRO AREA TOTAL POP. (+34,007 to 93,861 in 2040) | 59,854 | 74,464 | 14,610 | 81,769 | 7,305 |

Notes :

1. Waterford City and Suburbs: Population 2016 53,504 as per NPF/Census 2016
2. County Population Growth as per NPF & Implementation Roadmap
3. Metro Area Pop Growth to 2040: +60% for Waterford City and Suburbs in Cos Kilkenny & Waterford as per NPF NPO 8
4. Metro Area (Remainder) in Cos Kilkenny & Waterford +30% to 2040
5. Final projections for period 2026 to 2031 to be determined by Implementation Body

PRIORITIZING A BALANCED CONCENTRIC METRO AREA FOR WATERFORD

The ambitious targets for 60%+ population growth by 2040 seek to build the critical mass of Waterford as a balanced Concentric metropolitan area, north and south of the River Suir. In the long term a greater proportion of the population will live north of the River.

The steps required to achieve this Core MASP objective are both long term and short term:

Short term:

In terms of physical development, the early enablers that will start the process are (a) the development of a new bridge to link the City Centre to the North Quays, (b) relocation of the railway station to a new Integrated Transport Hub on the North Quays and (c) development of the Abbey Link Road in Ferrybank. All 3 enablers support significant population and employment growth north of the river. All 3 enablers are identified in the RSES & MASP and both the New Bridge and Abbey Link Road are currently in the planning phase and could be ready to proceed in the next 2 years with funding.

Long Term

In order to re-balance the city there will be a need for a high degree of co-ordination across the entire Metropolitan Area. The Implementation Structures to be established will need to oversee revisions to current population targets at each Review to pursue the objective of re-balancing of overall population in favour of higher growth and population allocations north of the River. In the context of the significant growth targets set for the overall Metropolitan Area this will not impede growth or development in the city centre and suburbs south of the river.

The long terms goals include building additional river crossings to create sustainable movement networks across the metropolitan area, increasing north-south connectivity and creating attractive high-quality urban neighbourhoods with local amenities using LAP and Masterplan processes.

Delivery:

Delivery of the short and long term goals requires the early establishment of MASP implementation structures /unit following adoption of the RSES/MASP, a distinct multi-annual funding stream linked to the NDP and the early development of the critical infrastructure identified as ‘key change parameters’ that will deliver both ‘compact regeneration and growth’ – delivering on NPF strategy for Metropolitan Areas (requirements of each MASP, page 135, NPF).

As required under the NPF, 50% of all new housing within Waterford City and Suburbs is to occur within the existing city and suburbs footprint, through brownfield, infill and regeneration. Outside of Waterford City and Suburbs, 30% of all new homes that are targeted in settlements is to occur within their existing built-up footprints as per National Policy Objective 3 (c) of the NPF.

Refer to Chapter 9 regarding implementation of the MASP.

2.2.6.1 Assessment

There are no additional likely significant effects (either positive or negative) in respect of the SEA/AA/FRA from the above proposed alterations to the draft plan.

Future growth of Waterford and Kilkenny cities should have regard to the environmental sensitivities outlined in the Environmental Report. Furthermore growth should be planned for on a phased basis in consultation with the local authority and other bodies such as Irish Water to ensure that sufficient services e.g. wastewater capacity are in place so as not to contribute to degradation on the environment.

No further mitigation is proposed.

2.3 Assessment of Amendment 120 - Limerick Shannon MASP Boundary

It is proposed to extend the Limerick Shannon MASP to include four Tipperary DEDs of Ballina, Birdhill, Kilcomenty and Newport in Co. Tipperary (see Figure 2.1).

The discussion arising from the environmental sensitivity mapping (see Figure 2.2) for the Limerick Shannon MASP (see Section 8.5.1 of the Environmental Report) has been updated below to include the expanded Limerick Shannon MASP Boundary i.e. including the DEDs of Ballina, Birdhill, Kilcomenty and Newport.

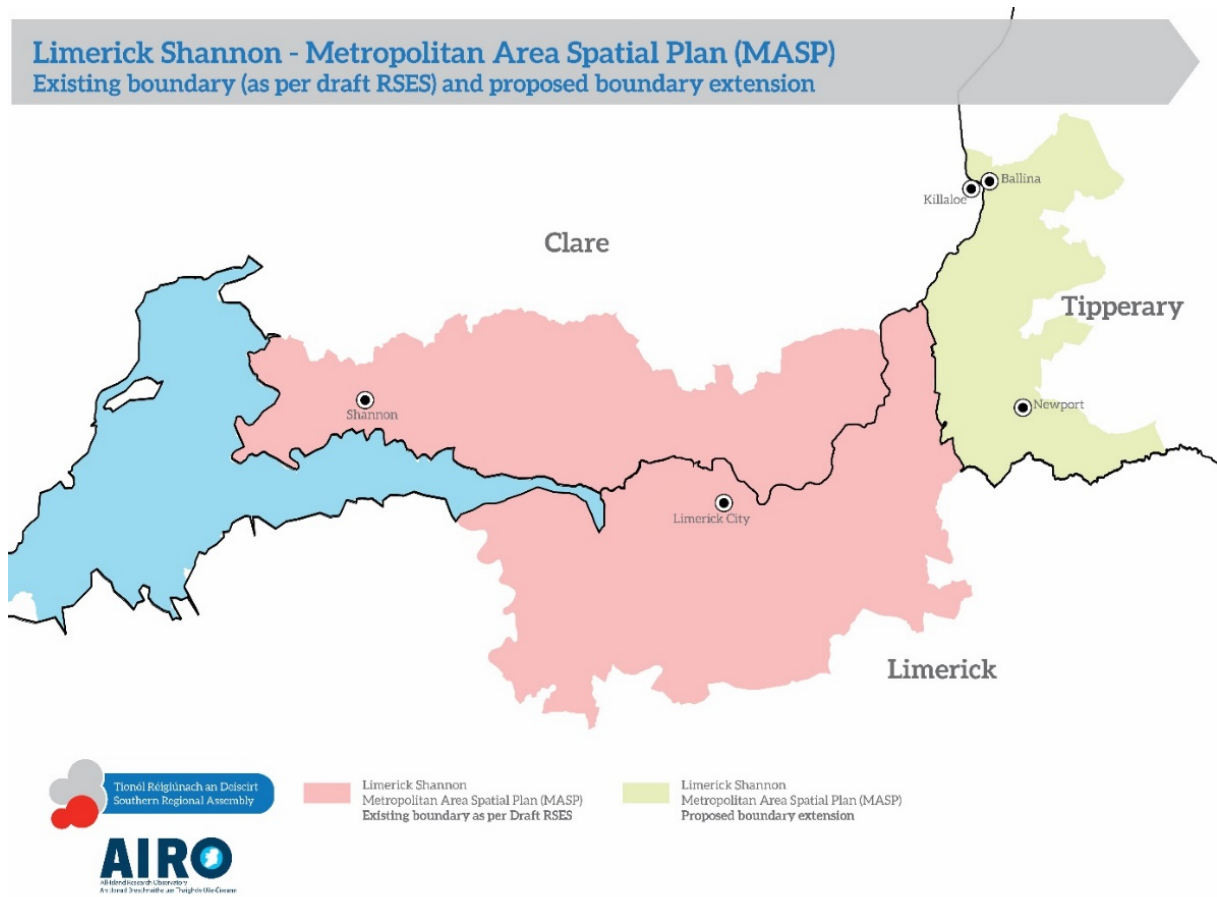


Figure 2.1 Limerick Shannon MASP & Proposed Boundary Extension (September 2019)

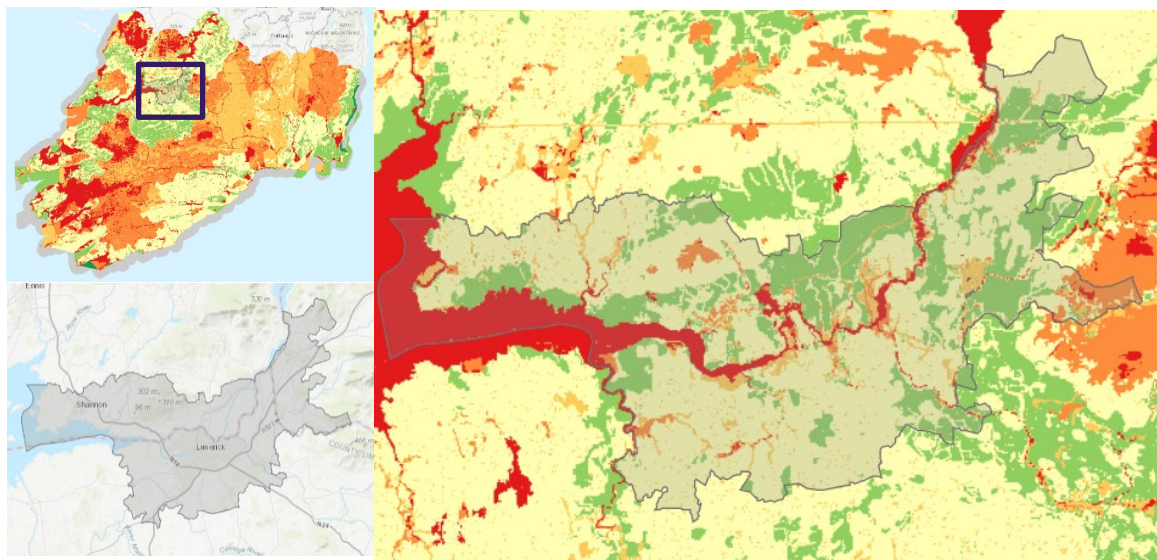


Figure 2.2 Updated Environmental Sensitivity Mapping for Extended Limerick Shannon MASP (September 2019)

The results of the environmental sensitivity mapping illustrate that Limerick MASP is characterised by extremely sensitivity areas along the Shannon estuary, which cover extensive areas to the west of the MASP and transverse the city. The extreme sensitivity relates to the various ecological designations (i.e. SAC, SPA and pNHA), as well as to the coastal and fluvial flood risk along the Shannon and Abbey rivers. Ecological designations also (SACs, NHAs and pNHAs), including peat bogs, to the north and north-east of the city centre define additional pockets of very high sensitivity. Susceptible areas are also apparent along the Shannon river, the Cloverhill stream (to the north-west of the city) and Newport river (to the north-east), indicative of the intrinsic sensitivity of these surface drinking waters protected under the WFD. The underlying aquifer vulnerability and poor groundwater status for the most part of the southern half of the MASP render large areas of moderate sensitivity. Environmentally robust areas (of very low vulnerability) can be found immediately to the north-east of the city centre, between Parteen and Clonlara village, and to the south-east, around Newport.

Figure 2.3 presents the key strategic sites listed in the MASP and further consideration is presented below.

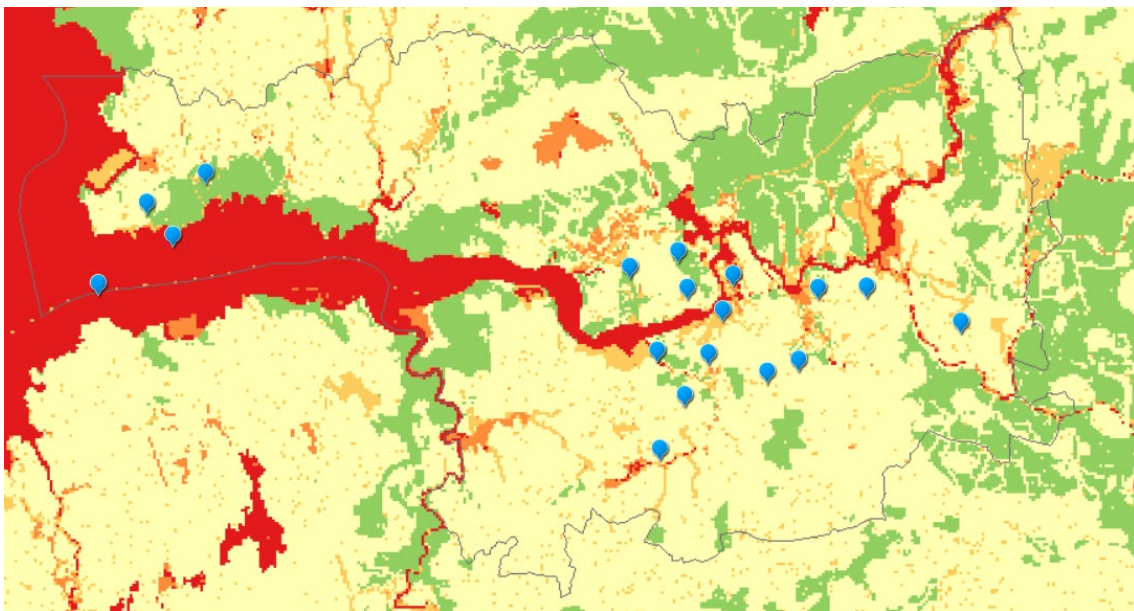


Figure 2.3 Updated Environmental Sensitivity Mapping for Extended Limerick Shannon MASP showing Strategic Sites (September 2019)

While some of the employment locations are in environmentally robust areas, a number of them fall within areas of moderate environmental sensitivity, requiring consideration of groundwater status and vulnerability. More importantly, the identified regeneration and employment areas on or close to the shores of the Shannon estuary and its tributaries should duly consider potential effects on the integrity of the designated habitats and species, as well as the potential risk of for flooding.

2.3.1.1 Assessment

The extension of the Limerick Shannon MASP boundary results in the inclusion of further rural areas associated with the addition of the four Tipperary DEDs into the MASP boundary. Any growth in such areas should only take place where infrastructure and services have capacity or where services e.g. transport, wastewater and water supply, are phased in tandem with any planned population growth to ensure that the carrying capacity of the environment isn't exceeded. In this regard it is noted that the Waste Water Treatment Plants at Ballina/Killaloe and Newport are both operating over capacity and operations have resulted in licence non compliances. Furthermore, it is unlikely that such areas would be serviced by high capacity public transport services, which would have a negative impact on AQ and CF.

Any development of green field sites would also result in negative impacts on BFF, W and CH.

Mitigation:

The Limerick Shannon MASP provides a first step in outlining the vision for the Limerick Shannon Metropolitan Area. Further development plan processes are warranted to address the detail and complexity of the issues arising for the Limerick Shannon Metropolitan Area including the extended area and to address the wider planning and environmental issues associated with the MASP in particular the in-combination effects.

2.3.1.2 Final Plan

The members of the assembly voted to accept the director's recommendation to reject the proposed boundary extension of the Limerick Shannon MASP.



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