



# Offaly County Development Plan 2021 - 2027 Material Alterations - Consultation Stage



Coimisiún Chomairle Leath Fostaíochta  
Offaly County Council

June 2021



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## 1 Introduction

This document contains the material alterations to the Draft Offaly County Development Plan 2021-2027, as adopted in accordance with section 12(6) of the Planning and Development Act 2000 (as amended). The amendments were considered and adopted at the special council meetings of Offaly County Council on 10<sup>th</sup> May 2021, 24<sup>th</sup> May 2021 and 28<sup>th</sup> May 2021.

The material amendments are on public display for a period of four weeks and one day from 17<sup>th</sup> June 2021 to 4pm 16<sup>th</sup> July 2021 inclusive during which time written submissions or observations with respect to the proposed material alterations only can be made. A Chief Executive Report will be prepared on such submissions which will be taken into consideration by the elected members of Offaly County Council before the making of the amendments to the draft Plan.

For the amendments listed in this document the following is set out:

- The text in black is the text as contained in the draft Offaly County Development Plan 2021-2027 (published July 2020).
- The text in red is new text proposed for insertion into the draft Plan. **abcdefghijkl**
- The text in green with strikethrough is text proposed for removal. ~~abcdefghijkl~~

Each proposed material alteration is presented with a reference number commencing with the letters **MA** for identification purposes. This is set out in an orange coloured box before each proposed material alteration.

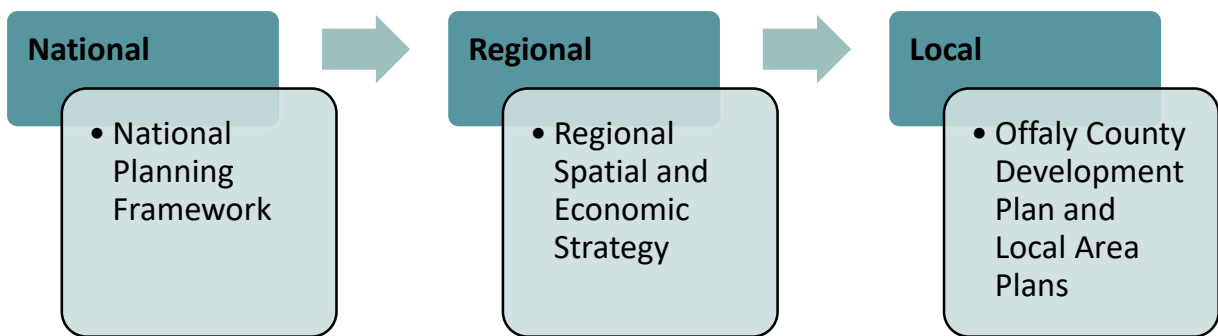
## 2 Volume 1 – Chapters & Appendices

### 2.1 Chapter 1: Introduction

Reference Number	Section
MA1	1.4

**Insert:**

Figure 1.3 below sets out the planning policy hierarchy from a national level down through a regional level to a local level.



**Figure 1.3 Planning Policy Hierarchy**

Reference Number	Section
MA2	1.4

**Delete and Insert:**

Figure 1.5 Regional ~~Policy Objectives~~ Strategic Outcome of the Regional Spatial and Economic Strategy for the Eastern and Midland Region (Source EMRA)

Reference Number	Section
MA3	1.4

Delete:



Figure 1.5 Settlement Strategy of the Eastern and Midland Region (Source EMRA)



Reference Number	Section
MA4	Table 1.2

**Insert:**

Rural	<b>Smaller Towns</b> , Villages and the wider rural region.	To be defined by development plans.
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Reference Number	Section
MA5	1.5

**Delete and Insert:**

- (ii) Consolidate settlements **by avoiding to avoid** undesirable and inefficient sprawl. This will be achieved through targeting a significant proportion of future development on infill/ brownfield/ underutilised sites within the existing built-up footprint of all settlements in accordance with the principle of Compact Growth set out in the National Planning Framework.

Reference Number	Section
MA6	Table 1.3

**Insert:**

- Rhode **Green** Energy Park and Ferbane Food Campus.

Reference Number	Section
MA7	Table 1.2

**Insert:**

Quarries and Ancillary Activities (2004)	Chapter 5 Economic Development <b>Strategy</b> and Chapter 4 Biodiversity and Landscape set out the policies and objectives for the extractive industry. Chapter 13 Development Management Standards refers to the Guidelines and states the issues to be addressed in development proposals for quarries.
--	--

Reference Number	Section
MA8	Table 1.2

**Delete and Insert:**

Spatial Planning and National Roads Guidelines (2012)	Chapter 8 <b>Sustainable Mobility and Accessibility Transport Strategy</b> contains a specific policy which restricts development affecting national primary and secondary roads, outside urban speed limits in accordance with the 2012 Guidelines.
---	--



Reference Number	Section
MA9	Table 1.2

**Delete and Insert:**

Sustainable Urban Housing Design Standards for New Apartments <del>(2015), as updated (2018)</del> 2020	Chapter 13 Development Management Standards refers to these Guidelines which provides guidance including specific planning policy requirements on apartment developments.
---	---

Reference Number	Section
MA10	Table 1.2

**Delete and Insert:**

Design Manual for Urban Roads and Streets (2013) as updated in 2019 and complimentary TII publication <del>The Treatment of Transition Zones to Towns and Villages</del>	Chapter 8 <del>Sustainable Mobility and Accessibility</del> <b>Transport Strategy</b> and Chapter 13 Development Management Standards address these Guidelines / <b>Publications</b> and how they provide practical design measures to encourage more sustainable travel patterns in urban areas and best practice in the design of street networks and individual streets.
--	---

Reference Number	Section
MA11	Table 1.2

**Insert:**

Telecommunications Antennae and Support Structures – Guidelines for Planning Authorities	Chapter 5 Economic Development <b>Strategy</b> states that the Council recognises the importance of achieving a balance between facilitating the provision of telecommunications services in the interests of social and economic progress and protecting residential amenity and environmental quality. The Council will have regard to the Department of the Environment, Community and Local Governments Guidelines on Telecommunications Antennae and Support Structures and Circular Letter PL07/12 (Telecommunications Antennae and Support Structures) in assessing development proposals.
--	---

Reference Number	Section
MA12	Table 1.2

**Insert:**

Housing Supply Target Methodology for Development Planning (2020)	The Core Strategy Table in Chapter 2 and the Housing Strategy (including Housing Need and Demand Assessment) which forms part of the County Development Plan have been informed by these Guidelines in incorporating national and regional population and housing projections.
---	--

## 2.2 Chapter 2: Core Strategy, Settlement Strategy, Housing Strategy

Reference Number	Section
MA13	2.1.5

### Delete and Insert:

#### Residential land in Previous County Development Plan

Section 10(2A)(c) of the Planning and Development Act 2000 (as amended) states that ‘A core strategy shall in respect of the area in the development plan already zoned for residential use or a mixture of residential and other uses, provide details of –

- (i) The size of the area in hectares, and
- (ii) The proposed number of housing units to be included in the area.

The term ‘already zoned’ is taken to mean the Co. Development Plan that was in effect (2014-2020) during the time of the preparation of the new Development Plan (2021-2027). The following table sets out the area of land zoned for residential use / ~~mixture of residential and other uses~~ in the County Development Plan 2014-2020, together with the number of housing units allocated for these lands.

~~Table 2.1 Extract from County Development Plan 2014-2020 (Table 1.3)~~

<del>Land zoned residential</del>	<del>238 ha</del>
<del>No. of residential units</del>	<del>3163</del>

Plan	Mixed Use Zoning	Residential Zoning
Offaly County Development Plan 2014-2020	110.74	468.2
Tullamore Town Plan 2016-2010 as extended	58.77	682.96
Birr Town Plan 2016-2010 as extended	26.81	243.03
Edenderry Local Area Plan 2017-2023	23.25	137.41
Portarlinton Joint Local Area Plan 2018-2024	28.31	143.93
<b>Total hectares</b>	<b>247.88</b>	<b>1675.53</b>

The County Development Plan 2014-2020 did not allocate a residential unit figure to zonings for a mixture of residential and other uses. The amount of land that was zoned mixed use (which included developed and undeveloped land) was 110.74 hectares. The number of units allocated to the residential zoned figure under the County Development Plan 2014-2020 was 3163.

Going forward, it will be simpler to compare the new residential zonings and undeveloped mixed use zonings of this County Development Plan 2021-2027 with the next County Development Plan 2027-2033.

Where the amount of land that was zoned **residential** under the 2014-2020 County Development Plan is surplus to the amount of land that is required to meet the needs of the current Plan period (2021-2027), the following approaches are available to address the difference:

Reference Number	Section
MA14	2.1.5

**Insert:**

### Sequential Approach

In order to maximise the utility of existing and future infrastructure provision and promote the achievement of sustainability, a logical sequential approach was taken to the zoning of land for development: (i) Zoning extends outwards from the centre of an urban area, with undeveloped lands closest to the core and public transport routes given preference (i.e. 'leapfrogging' to more remote areas has been avoided); (ii) A strong emphasis is placed on encouraging infill opportunities and better use of under-utilised lands; and (iii) Areas zoned are contiguous to existing zoned development lands.

Reference Number	Section
MA15	2.1.5

**Insert:**

Chapter 5 Economic Development **Strategy** sets out the policies and objectives of the Council in promoting and facilitating employment growth and enterprise activity in the county both in an urban and rural context.

Reference Number	Section
MA16	2.1.5

**Insert:**

- b) Taking into account the services that ecosystems provide - including those that underpin social and economic well-being, such as flood and climate regulation (including in Chapter 3 Climate Action and Energy), resources for food, fibre or fuel (including in Chapter 5 Economic Development **Strategy**), or for recreation, culture and quality of life (including in Chapter 4 Biodiversity and Landscape, Chapter 6 Tourism and Recreational Development, and Chapter 10 Built Heritage).

Reference Number	Section
MA17	2.1.6

Insert updated map showing smaller towns:

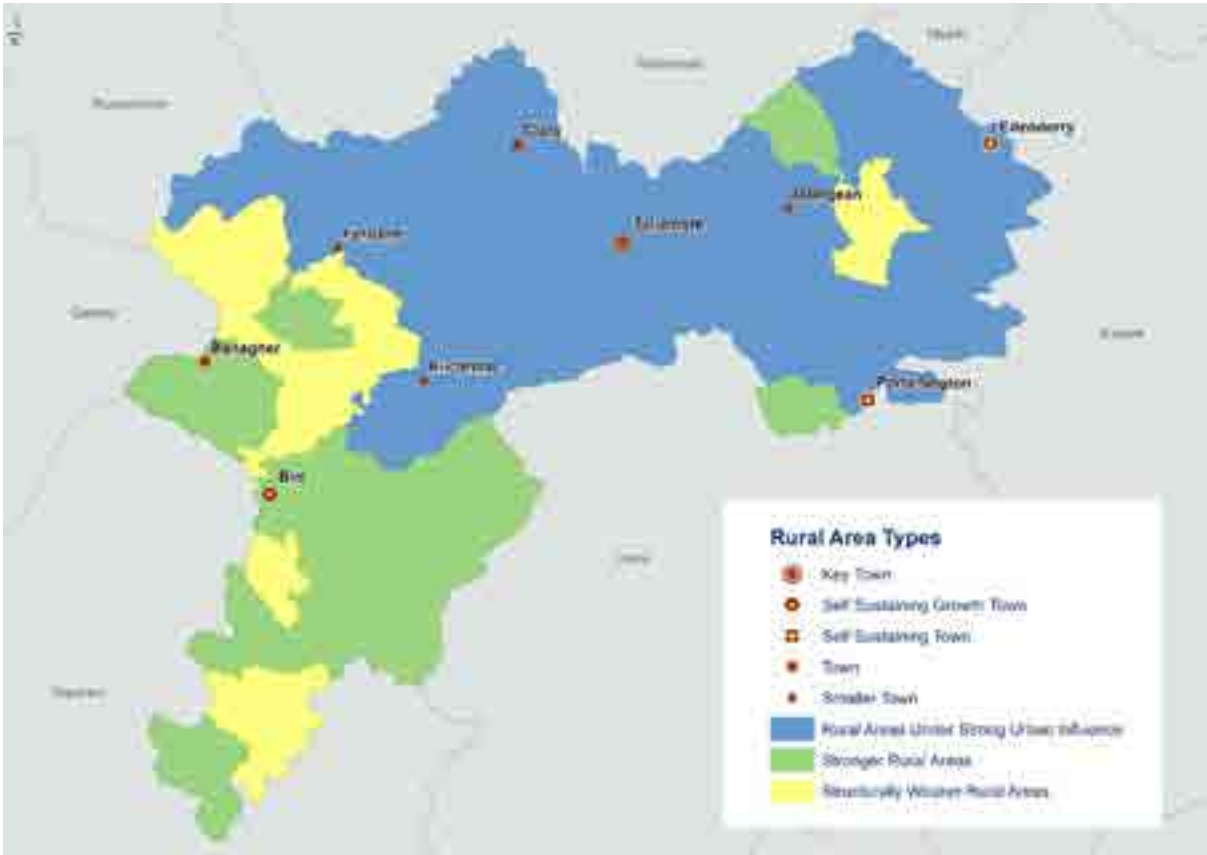


Figure 2.1 Rural Area Types

Reference Number	Section
MA18	2.1.6

Insert updated map showing smaller towns and Rahan as a village:



Figure 2.2 Core Strategy Map

Reference Number	Section
MA19	2.1.7

**Delete: Core Strategy Table**

Typology	Settlement	Population 2016	Population Increase to 2027	No. of residential units required	At least 30% of residential units into built-up footprint <sup>1</sup>	Ha. of land required for new residential units to 2027
<b>Key Town</b> (density 35/ha)	Tullamore	14607	4853	1497	449	43
<b>Self-Sustaining Growth Town</b> (density 30/ha)	Birr (including Crinkill)	5052	1263	414	124	14
<b>Self-Sustaining Town</b> (density 30/ha)	Edenderry	7359	368	235	70	8
	Portarlinton (Offaly side)	1772	89	57	17	2
<b>Towns</b> (density 25/ha)	Banagher	1760	317	113	34	4.5
	Clara	3336	534	198	59	8
	Daingean	1077	172	64	19	3.4
	Ferbane	1191	214	77	23	3
	Kilcormac	935	155	57	17	2.3
	<b>Rural</b>	<b>21 no. Villages</b> (density 15/ha)	7044	954	375	114
<b>28 no. Sráids and open countryside</b>		33828	320	716 <sup>2</sup>	n/a un-zoned	n/a un-zoned
<b>-Total</b>	-	77961	9239	3803	1096	128.05

<sup>1</sup> 'Built-up footprint' of all sizes of urban settlements is defined in Appendix 4 of the NPF as 'having a minimum of 50 occupied dwellings, with a maximum distance between any dwelling and the building closest to it of 100 metres, and where there is evidence of an urban centre (shop, school etc.).'

<sup>2</sup> The figure of '716' anticipated households for *Sráids and Open Countryside* between 2021 and 2027 relates to a calculation of the number of households resulting when dividing the total allocated population for the typology (each year) against the County's anticipated average household size (declining annually from 2.84 to 2.62). The difference in the number of households each year was then summed to identify the total number of additional households anticipated to form across the typology during the Plan period.

Insert: Core Strategy Table

Typology	Settlement	Population 2016 Census	Projected Population Increase	Housing Supply Target 2021-2027 (total based on Dept spreadsheet)	Quantum of land in hectares zoned mixed use and town / village centre including Opportunity Sites that can accommodate an element of residential units and other uses	20% of the quantum of land zoned mixed use and / town / village centre including Opportunity Sites that can accommodate residential units	Potential number of residential units to be delivered on mixed use and town / village centre zoning including Opportunity Sites - using density levels in box below	Residual number of residential units required 2021-2027	Quantum of land required to be zoned 'New Residential' to cater for number of residential units required (Column I) (using density levels in box below)	Quantum of land zoned 'New Residential' in the Plan *	Number of residential units that can be accommodated on brownfield / infill sites	Residential units that can be accommodated on brownfield / infill sites as a percentage of all proposed residential units in the settlement (in order to strive to satisfy 30% within built up footprint)	
Key Town	Tullamore	14607	4,382	1379	12	2.40	84	1295	37.0	48.01	1392	101%	
Self Sustaining Town	Birr & Crinkill	5052	1263	441	3.8	0.76	23	418	13.9	14.4	313	71%	
Self Sustaining Growth Town	Edenderry	7359	721	323	4.03	0.81	24	299	10.0	requires new LAP	requires new LAP	requires new LAP	
	Portarlinton (OY)	1989	207	140	0.63	0.13	4	137	4.6	requires new LAP	requires new LAP	requires new LAP	
Town	Banagher	1760	317	158	1.42	0.28	7	151	6.0	6.4	51	32%	
	Clara	3336	534	213	1.9	0.38	10	203	8.1	9.06	114	54%	
	Daingean	1077	172	64	1.3	0.26	5	59	2.9	2.9	64	100%	
Rural	Smaller Town	Ferbane	1191	214	119	3.83	0.77	15	104	5.2	5.26	77	65%
		Kilcormac	935	155	57	0.62	0.12	2	54	2.7	2.7	56	98%
	Villages	7149	962	425	9.38	1.876	28	396	26.4	30.16		n/a	
	Sraids and Open Countryside	33506	312	659	n/a	n/a	n/a	n/a	n/a	n/a		n/a	
	<b>Total</b>		<b>77961</b>	<b>9,239</b>	<b>3978</b>	<b>38.91</b>	<b>7.78</b>	<b>202.54</b>	<b>3116</b>	<b>116.9</b>	<b>118.89</b>	<b>2067</b>	<b>n/a</b>

\* The quantum of land to be zoned 'New Residential' in Edenderry and Portarlinton to align with the Core Strategy will be established as part of a variation/review to the respective Local Area Plans, the process for which will commence following adoption of the Offaly County Development Plan 2021-2027. The extent of lands zoned residential (which doesn't differentiate between new and existing residential zonings) under the Joint Portarlinton LAP 2018-2024 and Edenderry Local Area Plans 2017-2023 is proposed to be inserted into a table in Chapter 2 as set out in section (p) of the CE Response to the OPR submission.

Settlement Typology	Average Density Levels
Key Town	35/ha
Self-Sustaining (Growth) Towns	30/ha
Towns	25/ha
Smaller Towns	20/ha
Villages	15/ha



Reference Number	Section
MA20	2.1.7

Insert:

**Occupancy Rate**

The occupancy rate applied in the Core Strategy Table is a graduated range of average household sizes falling from 2.84 in 2016 to 2.62 in 2027. This variable rate of occupancy was produced with regard to alignment with the NPF rate of 2.5 by 2040, however, on review of historic rates of change within the County, there was sufficient evidence to support a quicker pace of decline. Occupancy in each settlement typology was then aligned with this County-level trajectory between 2017 and 2027. The number of additional households formed per annum was calculated using the applicable year’s average household size.

Reference Number	Section
MA21	2.1.7

Insert:

Table - Assessment of Average Household Size and Forecasted Options

Table - Assessment of Average Household Sizes and Forecasted Options

Avg. HH Size (AHS)	1971	1981	1991	2002	2006	2011	2016
State	3.94	3.68	3.34	2.95	2.81	2.73	2.75
Offaly	4.08	3.88	3.55	3.10	2.93	2.90	2.84369

% Change in AHS	1971	1981	1991	2002	2006	2011	2016
State	-	-6.6%	-9.2%	-11.7%	-4.7%	-2.8%	0.6%
Offaly	-	-4.9%	-8.5%	-12.7%	-5.5%	-1.0%	-1.9%

# Intercensal Years	1971	1981	1991	2002	2006	2011	2016
Years	-	10	10	11	4	5	5

Annualised Change	1971	1981	1991	2002	2006	2011	2016
State	-	-0.7%	-0.9%	-1.1%	-1.2%	-0.6%	0.1%
Offaly	-	-0.5%	-0.9%	-1.2%	-1.4%	-0.2%	-0.4%

Trends in AHS	AHS
Avg. Rate 1981-2016: State	-0.71%
Avg. Rate 1981-2016: Offaly	-0.74%

NPF Target	AHS
2040 (National)	2.5
Difference between 2016 & 2040	0.34
Number of years	24
Annualised Change	0.014320

Offaly	2016
All private households (HHs)	77,755
All persons in private HHs	27,343
Total Population	77,961

Forecasted Changes OFFALY	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Option 1: Maintain Fixed 2016	2.84	2.84	2.84	2.84	2.84	2.84	2.84	2.84	2.84	2.84	2.84	2.84	2.84
Option 2: Alignment with NPF	2.84	2.83	2.82	2.80	2.79	2.77	2.76	2.74	2.73	2.71	2.70	2.69	2.67
Option 3: Trend Adjustment	2.84	2.82	2.80	2.78	2.76	2.74	2.72	2.70	2.68	2.66	2.64	2.62	2.60
Option 4: Target Adjustment	2.84	2.84	2.83	2.82	2.81	2.80	2.79	2.78	2.78	2.77	2.76	2.75	2.75

Forecasted Changes STATE	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Option 1: Maintain Fixed 2016	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75
Option 2: Alignment with NPF	2.75	2.73	2.72	2.70	2.69	2.68	2.66	2.65	2.63	2.62	2.60	2.59	2.58
Option 3: Trend Adjustment	2.75	2.73	2.71	2.69	2.67	2.65	2.63	2.61	2.59	2.58	2.56	2.54	2.52

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Forecasted Changes OFFALY	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Option 1: Maintain Fixed 2016	2.84	2.84	2.84	2.84	2.84	2.84	2.84	2.84	2.84	2.84	2.84	2.84
Option 2: Alignment with NPF	2.66	2.64	2.63	2.61	2.60	2.59	2.57	2.56	2.54	2.53	2.51	2.50
Option 3: Trend Adjustment	2.58	2.56	2.54	2.52	2.51	2.49	2.47	2.45	2.43	2.41	2.40	2.38
Option 4: Target Adjustment	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75

Forecasted Changes STATE	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Option 1: Maintain Fixed 2016	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75	2.75
Option 2: Alignment with NPF	2.56	2.55	2.53	2.52	2.50	2.49	2.48	2.46	2.45	2.43	2.42	2.50
Option 3: Trend Adjustment	2.50	2.49	2.47	2.45	2.43	2.42	2.40	2.38	2.36	2.35	2.33	2.31

Reference Number	Section
MA22	2.1.7

**Insert:**

### Settlement Hierarchy

The Settlement Hierarchy is located within Topic 3 Settlement Strategy.

Reference Number	Section
MA23	2.3

**Insert:**

**CSO-01** It is an objective of the Council to monitor and manage the delivery of residential development in County Offaly through the development management process to ensure it is in line with the Core Strategy. In this respect, the Planning Authority shall maintain a record of residential development permitted in **the open countryside, sráids and** individual settlements in order to ensure compliance with the population allocations defined by the Core Strategy Table.

Reference Number	Section
MA24	2.3

**Insert:**

**CSO-02** It is an objective of the Council to zone an appropriate amount of lands within the settlement areas to accommodate the projected population growth as set out in the Core Strategy, including the undertaking of variations **or reviews of Portarlington Joint Local Area Plan and Edenderry Local Area Plan during the plan period of the County Development Plan 2021-2027** ~~if required~~, to ensure consistency with the provisions of the Core Strategy.

Reference Number	Section
MA25	2.3

**Insert:**

**CSO-04** It is an objective of the Council to make Local Area Plans for Tullamore and Birr **during the plan period of the County Development Plan 2021-2027**. During the transition period between adoption of this County Development Plan and the adoption of the Local Area Plans for Tullamore and Birr, the objectives (including zoning objectives), policies and standards in this County Development Plan shall apply to Tullamore and Birr.

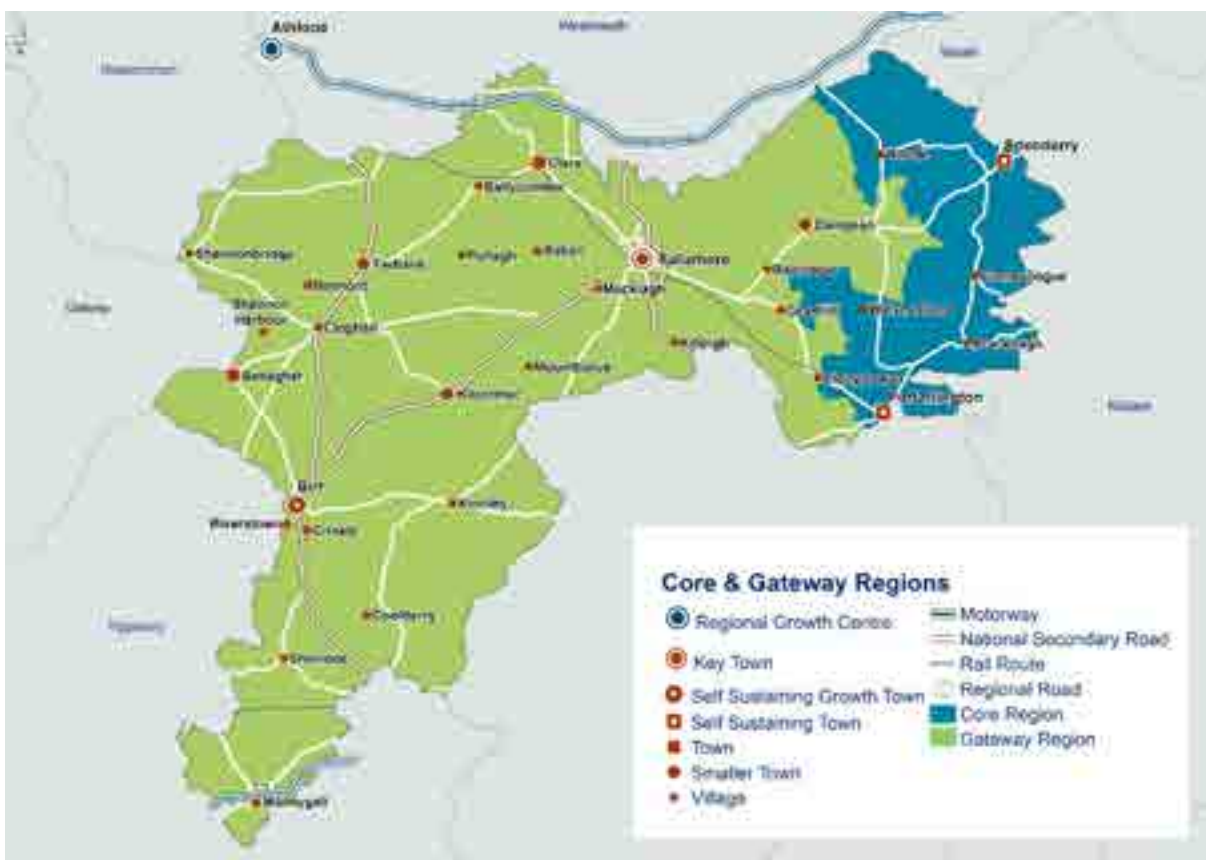
Reference Number	Section
MA26	2.3

**Insert:**

It is an objective of the Council that development proposed on new residential zoned land and on mixed use / town or village centre zoning should proceed on a sequential basis with priority given to lands closest to the centre and / or closest to key transport infrastructure.

Reference Number	Section
MA27	2.4.3

**Inserted amended map showing smaller towns and Rahan as village:**



**Figure 2.4 Core and Gateway Region within Offaly**

Reference Number	Section
MA28	2.4.5

**Insert:**

Other towns need to be promoted for regeneration, local employment and managed levels of growth, and the rural area which includes **smaller towns**, villages, Sráids and the countryside shall be promoted for regeneration and local employment and services with targeted rural housing policies.

Reference Number	Section
MA29	2.4.7

**Insert:**

Rural population will continue to be supported through the **smaller towns**, villages and Sráids and through a sustainable approach to maintaining the rural economy and population, balanced against responsible environmental protection.

Reference Number	Section
MA30	2.4.8

**Insert amended map showing smaller towns and Rahan as a village:**



**Figure 2.5 Settlement Hierarchy**

Reference Number	Section
MA31	2.4.8

**Insert:** amended map reflecting changed Areas of High Amenity having regard to the revised esker areas identified in new geological, aggregate and mineral mapping developed by the GSI.

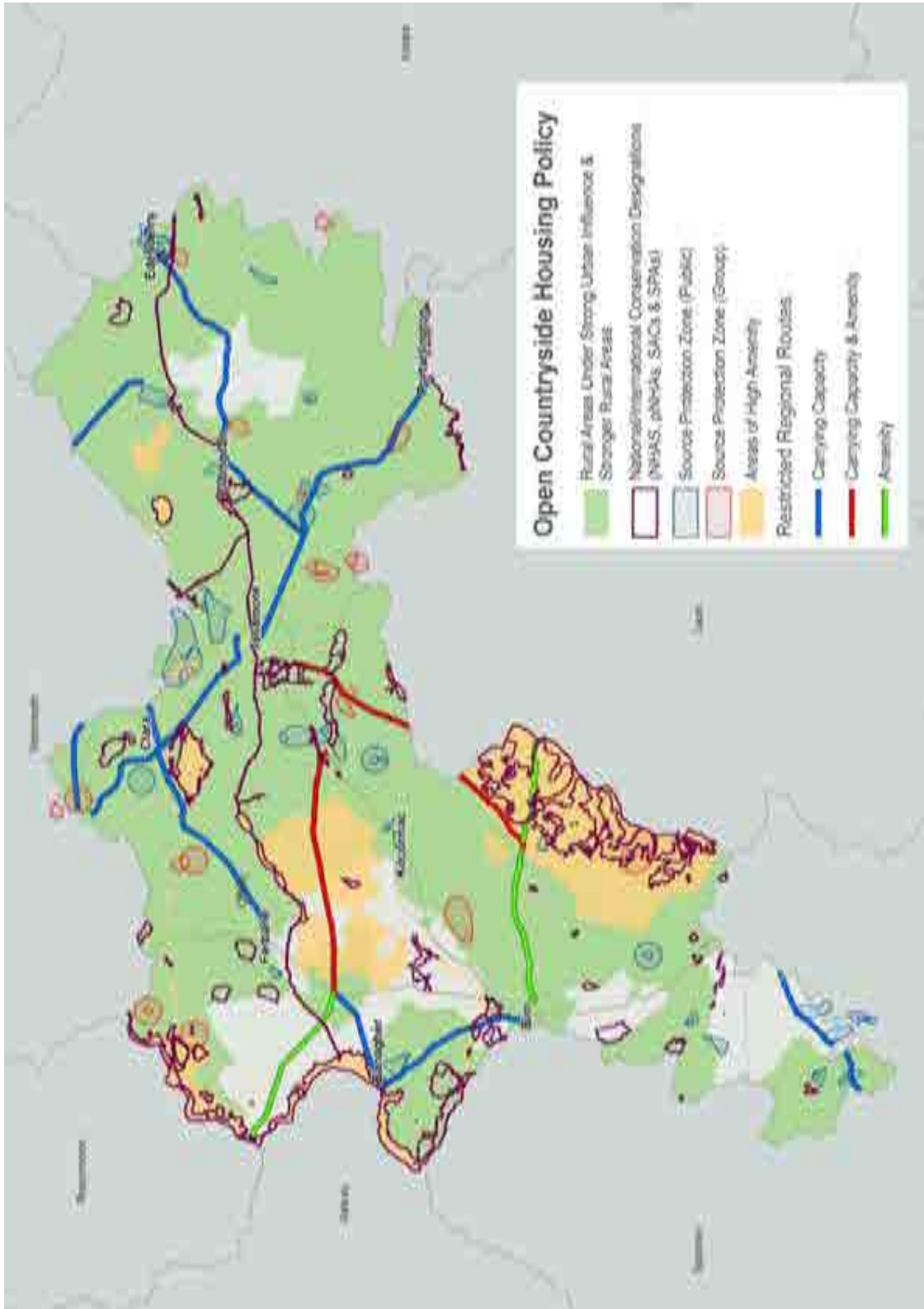


Figure 2.6 Open Countryside Housing Policy Map

Reference Number	Section
MA32	Table 2.3

**Delete and Insert:**

Tullamore, identified as a Key Town in the **NPF RSES**,

Reference Number	Section
MA33	Table 2.4

**Delete:**

Towns	<p>The towns have a local service and employment function. There is a need to promote regeneration and revitalisation of towns and support local enterprise and employment opportunities to ensure their viability as service centres for the surrounding rural areas. Those in proximity to the larger urban centres have experienced significant growth and urban generated pressures and require the levels of growth to be managed and to ensure that there is a requisite service level for the existing population.</p>	<p>Clara  <del>Ferbane</del>                      Banagher  <del>Daingean</del>  <del>Kilcormac</del></p>
Rural	<p>'Rural' encompasses villages, Sráids and the wider open countryside. There may not be good public transport or regional connections and may be highly car dependent. Promote and identify regeneration and revitalisation projects for villages and support local employment and services and targeted rural housing policies.</p> <p>Improve connectivity, support job creation particularly in a more diverse range of sectors. Protect rural resources.</p> <p>The open countryside provides for rural economies and rural communities, based on agriculture, forestry, tourism and rural enterprise. This should be facilitated while avoiding over-spill development from urban areas and urban generated housing.</p> <p>The sustainable development of the open countryside will be supported.</p>	<p><b><u>Villages:</u></b></p> <p>Ballinagar                      Ballycumber                      Belmont                      Bracknagh                      Cloghan                      Clonbullogue                      Cloneygowan                      Coolderry                      Geashill                      Killeigh                      Kinnitty                      Moneygall                      Mountbolus                      Mucklagh                      Pollagh/Lemanaghan                      Rhode                      Riverstown                      Shannon Harbour                      Shannonbridge                      Shinrone                      Walsh Island</p> <p><b><u>Sráids:</u></b></p> <p>Ballinamere                      Ballyboy                      Ballycommon                      Ballyfore</p>



		<p>Blueball Boher Boora (Leabeg) Brosna Cadamstown Clareen Clonfinlough Croghan Doon Dunkerrin Durrow Fivealley Garryhinch High Street Horseleap Kilclonfert Killina Killurin Killyon Lusmagh <del>Rahan</del> Rath Roscomroe Tober</p> <p><b><u>Open countryside:</u></b> This is land outside the boundaries of the above settlements.</p>
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**Insert:**

Rural	<p>'Rural' encompasses smaller towns (population less than 1,500 persons), villages, Sráids and the wider open countryside. There may not be good public transport or regional connections and may be highly car dependent. Promote and identify regeneration and revitalisation projects for villages and support local employment and services and targeted rural housing policies.</p> <p>Improve connectivity, support job creation particularly in a more diverse range of sectors. Protect rural resources.</p> <p>The open countryside provides for rural economies and rural communities, based on agriculture, forestry, tourism and rural enterprise. This should be facilitated while avoiding over-spill development from urban areas and urban generated housing.</p> <p>The sustainable development of the open countryside will be supported.</p>	<p><b><u>Smaller Towns:</u></b></p> <p>Daingean Ferbane Kilcormac</p> <p><b><u>Villages:</u></b></p> <p>Ballinagar Ballycumber Belmont Bracknagh Cloghan Clonbullogue Cloneygowan Coolderry Geashill Killeigh Kinnitty</p>
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		<p>Moneygall Mountbolus Mucklagh Pollagh/Lemanaghan <b>Rahan</b> Rhode Riverstown Shannon Harbour Shannonbridge Shinrone Walsh Island</p> <p><b><u>Sráids:</u></b></p> <p>Ballinamere Ballyboy Ballycommon Ballyfore Blueball Boher Boora (Leabeg) Brosna Cadamstown Clareen Clonfinlough Croghan Doon Dunkerrin Durrow Fivealley Garryhinch High Street Horseleap Kilclonfert Killina Killurin Killyon Lusmagh Rath Roscomroe Tober</p> <p><b><u>Open countryside:</u></b> This is land outside the boundaries of the above settlements.</p>
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Reference Number	Section
MA34	2.5

**Insert:**

It is Council policy to reinforce the attractive rural character of Crinkill, which exists at present by permitting appropriate and sensitively designed new development

Reference Number	Section
MA35	2.5

**Delete:****Towns (Banagher, Clara, ~~Daingean, Ferbane, Kilcormac~~)**

**SSP-10** It is Council policy to support housing and repopulation taking place within towns in a consolidated, sustainable and sequential manner, ~~and to promote the provision of serviced sites supported by Irish Water in order to attract people to build their own homes and live in small towns,~~ whilst also managing the levels of growth at an appropriate scale to ensure compliance with the Core Strategy Table.

Reference Number	Section
MA36	2.5

**Insert:****Rural (Smaller Towns, Villages, Sráids and Open Countryside)****Smaller Towns (Daingean, Ferbane, Kilcormac)**

Reference Number	Section
MA37	2.5

**Insert:**

It is Council policy to support housing and repopulation taking place within smaller towns in a consolidated, sustainable and sequential manner, and to promote the provision of serviced sites supported by Irish Water in order to attract people to build their own homes and live in small towns, as an alternative to one-off housing whilst also managing the levels of growth at an appropriate scale to ensure compliance with the Core Strategy Table.

Reference Number	Section
MA38	2.5

**Insert:**

It is Council policy to facilitate the expansion of and provision of new mixed-use and employment-generating development within smaller towns at an appropriate size and scale subject to normal planning requirements.

Reference Number	Section
MA39	2.5

**Insert:**

It is Council policy to promote the regeneration and revitalisation of smaller towns and support local enterprise and employment opportunities to ensure their viability as service centres for the surrounding rural areas.

Reference Number	Section
MA40	2.5

**Insert:**

It is Council policy to be proactive in piloting combined local authority and private investment to stimulate high quality individual housing or private site development to attract population growth and further investment in smaller towns, subject to resources.

Reference Number	Section
MA41	2.5

**Insert:** (relating to villages)

**SSP-12** It is Council policy to support housing and repopulation taking place within villages in a consolidated, sustainable and sequential manner, and to promote the provision of serviced sites supported by Irish Water in order to attract people to build their own homes and live in villages **as an alternative to one-off housing**, whilst also managing the levels of growth at an appropriate scale to ensure compliance with the Core Strategy Table.

Reference Number	Section
MA42	2.5

**Insert:** (relating to smaller towns)

It is Council policy to be proactive in piloting combined local authority and private investment to stimulate high quality individual housing or private site development to attract population growth and further investment in villages, subject to resources.

Reference Number	Section
MA43	2.5

**Delete:**

~~**SSP-21** Having regard to the need to protect County Offaly's natural resources, environment, landscape and infrastructure, it is Council policy to consider a single dwelling for the permanent occupation of an applicant in Rural Areas under Strong Urban Influence and Stronger Rural Areas and Areas of Special Control where **all** of the following (1-5) can be demonstrated:~~

- ~~1. The applicant was born within the **local rural area**, or is living or has lived in the local rural area for a minimum of 5 years (15 years particular to Areas of Special Control) at any stage prior to making the planning application. It includes returning emigrants seeking a permanent home in~~

~~their local rural area. The 'Local Rural Area' for the purpose of this policy is defined as the area generally within an 8km radius (5km radius particular to Areas of Special Control) of where the applicant was born, living or has lived. For the purpose of this policy, the rural area is taken to include 'Villages' listed in the Settlement Hierarchy, but excludes Tullamore, Birr, Edenderry, Portarlinton, Banagher, Clara, Daingean, Fermoy and Kilcormac (i.e. the Key Town, Self-Sustaining Growth Town, Self-Sustaining Towns, and Towns listed in the Settlement Hierarchy).~~

- ~~2. The applicant has a **functional economic or social requirement** to reside in this particular rural area such as in any of the following 2 situations:
 
  - ~~• Economic requirements will normally encompass persons referred to in the revision to the Sustainable Rural Housing Guidelines 2005 and, if applicable, circulars. It includes persons involved in full-time farming, horticulture or forestry as well as similar rural-based part-time occupations where it can be demonstrated that it is the predominant occupation.~~
  - ~~• Social requirements will normally encompass persons referred to in the revision to the Sustainable Rural Housing Guidelines 2005 and, if applicable, circulars. Pending the making of the revised Sustainable Rural Housing Guidelines by the Minister, a Functional Social Requirement in County Offaly shall be taken as compliance with point 1 above. Special consideration shall be given in cases of exceptional health circumstances – supported by relevant documentation from a registered medical practitioner and a disability organisation proving that a person requires to live in a particular environment or close to family support, or requires a close family member to live in close proximity to that person.~~~~
- ~~3. The applicant does **not already own or has not owned a house in the open countryside.**~~
- ~~4. If the site is located within an Area of Special Control, there is no **alternative site** outside of Areas of Special Control.~~
- ~~5. High quality **siting and design.**~~

#### **Insert:**

**SSP 21** Having regard to the need to protect County Offaly's natural resources, environment, landscape and infrastructure, it is Council policy to consider a single dwelling for the permanent occupation of an applicant in Rural Areas under Strong Urban Influence and Stronger Rural Areas and Areas of Special Control where **all** of the following **(1-4)** can be demonstrated:

1. The applicant has a **functional economic or social requirement** to reside in this particular rural area in accordance with (i) or (ii):

**(i) Economic requirements** will normally encompass persons referred to in the revision to the Sustainable Rural Housing Guidelines 2005 and, if applicable, circulars. Pending the making of the revised Sustainable Rural Housing Guidelines by the Minister, a Functional Economic Requirement in County Offaly shall be taken as including persons who by the nature of their work have a functional economic need to reside in the local rural area close to their place of work. It includes persons involved in full-time farming, horticulture or forestry as well as similar rural-based part-time occupations where it can be demonstrated that it is the predominant occupation. The 'local rural area' is defined as the area generally within 8km radius (5km radius particular to Areas of Special Control) of the place of work.

Or

**(ii) Social requirements** will normally encompass persons referred to in the revision to the Sustainable Rural Housing Guidelines 2005 and, if applicable, circulars. Pending the making of the revised Sustainable Rural Housing Guidelines by the Minister, a Functional Social Requirement in County Offaly shall be taken as including (a) or (b) below:

(a) The applicant was born within the **local rural area**, or is living or has lived in the local rural area for a minimum of 5 years (15 years particular to Areas of Special Control) at any stage prior to making the planning application. It includes returning emigrants seeking a permanent home in their local rural area. The 'Local Rural Area' for the purpose of this policy is defined as the area generally within an 8km radius (5km radius particular to Areas of Special Control) of where the applicant was born, living or has lived. For the purpose of this policy, the rural area is taken to include 'Villages' listed in the Settlement Hierarchy, but excludes Tullamore, Birr, Edenderry, Portarlington, Banagher, Clara, Daingean, Ferbane and Kilcormac (i.e. the Key Town, Self-Sustaining Growth Town, Self-Sustaining Towns, Towns and Smaller Towns listed in the Settlement Hierarchy).

Or

(b) Special consideration shall be given in cases of **exceptional health circumstances** - supported by relevant documentation from a registered medical practitioner and a disability organisation proving that a person requires to live in a particular environment or close to family support, or requires a close family member to live in close proximity to that person.

2. The applicant does **not already own** or has not owned a house in the open countryside.
3. If the site is located within an Area of Special Control, there is no **alternative site** outside of Areas of Special Control.
4. High quality **siting and design**.

Reference Number	Section
MA44	2.8

**Insert:**

**HO-03** It is an objective of the Council to support the ongoing monitoring and review of the Housing Need Demand Assessment (HNDA) in accordance with a forthcoming HNDA methodology to be issued by Central Government. Furthermore, it is an objective of the Council to monitor and maintain a record of residential development permitted in **the open countryside, sráids and individual settlements** in accordance with forthcoming Departmental guidance around the establishment of a Housing Need Demand Assessment Coordination and Monitoring Unit and related implementation of a centralised spatial database for local authority housing.

## 2.3 Chapter 3: Climate Action and Energy

Reference Number	Section
MA45	Start of chapter

**Insert:**

### **Strategic Aim:**

To achieve a transition to an economically competitive, low carbon climate resilient and environmentally sustainable county, through reducing the need to travel, promoting sustainable settlement patterns and modes of transport, and by reducing the use of non-renewable resources, whilst recognising the role of natural capital and ecosystem services in achieving this.

Reference Number	Section
MA46	3.1.4

**Insert:**

In terms of addressing the future challenges of climate change, the Council will work closely with the Climate Action Regional Offices (CAROs). The Dublin Metropolitan Climate Action Regional Office (run by the four Dublin local authorities assisted by Codema) and the Eastern and Midland Climate Action Regional Office (run by Kildare County Council) will be responsible for planning and actions regarding Climate Change mitigation and adaptation in their regions. Climate Action Regional Offices shall ensure coherence and coordination with the RSES when formulating regional climate change adaptation plans.

Reference Number	Section
MA47	3.1.7

**Insert:**

Specific Planning Policy Requirement contained in the Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change (2017)

Reference Number	Section
MA48	3.2.5

**Delete and Insert:**

Section 3.2.5 ~~Biogas from Landfills and Biomass~~ Renewable Biogas

Reference Number	Section
MA49	3.2.5

**Insert:**

### **Compressed Natural Gas**

Compressed Natural Gas (CNG) is natural gas which has been compressed to fit into a Natural Gas Vehicle's (NGV) tank and is particularly suitable for buses and heavy goods vehicles (HGVs) as an alternative to diesel vehicles. The Council recognises that increased Compressed Natural Gas (CNG) vehicle usage and refuelling infrastructure will lead to a reduction in carbon emissions along with improved air quality.

Reference Number	Section
MA50	3.2.6

**Insert:**

Whilst due to the absence of national guidance on how local authorities can set a target for wind energy generation within their functional area it is not possible to set a specific target for renewable energy generation in the county during the plan period, the Council is committed to working with key stakeholders in the carrying out of an assessment of how the implementation of the Plan will contribute to realising overall national targets on renewable energy and climate change, and in particular wind energy production and the potential wind energy resource

Reference Number	Section
MA51	3.4

**Insert:**

### 3.4 Energy Infrastructure

Reference Number	Section
MA52	3.4.2

**Insert:**

Whilst renewable energy sources have vast potential to reduce dependency on fossil fuels and GHG emissions, many of the resources have intermittent or variable output, therefore if they are not harnessed, the energy goes to waste. As a result, there is an increased need for energy storage when energy demand is low so it can be used when energy demand is high. There are a number of storage systems which provide this function including pumped hydroelectric energy storage (PHES), battery storage and thermal storage in addition to newer technologies such as liquid air storage. Two battery storage facilities of this nature have been developed at Shannonbridge and Lumcloon in the west of the county while another has been granted permission at Coolcur, Rhode.

Reference Number	Section
MA53	3.6.3

**Delete and Insert:**

1. Areas at risk of flooding have been identified and there is a greater understanding of why flooding occurs in the general area.
2. A precautionary approach has largely been employed to landuse zoning to avoid directing development towards areas at risk of flooding. ~~Areas at risk of flooding as identified which are being put forward for landuse zoning have been subject to assessment through the justification test.~~ Under the Plan, no highly or less vulnerable land uses are being proposed on undeveloped lands in Flood Zone A (high flood risk) and no highly vulnerable land uses are being proposed on undeveloped lands in Flood Zone B (moderate flood risk). This is because a Constrained Land Uses designation (see Section 12.6.1 and the SFRA that accompanies the Plan) is being applied through the Plan across all undeveloped lands within Flood Zones A and B.



3. ~~Where particular areas identified as being liable to flood were examined as being strategically important for the consolidated and coherent growth of the county's settlements and zoned accordingly, a~~ A site-specific flood risk assessment will be required to accompany development proposals for these areas at risk of flooding (fluvial, pluvial or groundwater), even for developments deemed appropriate in principle to the particular Flood Zone and mitigation measures for site and building works will be required to be integrated.
4. Policies and objectives have been devised in the SFRA for incorporation into this plan'.

Reference Number	Section
MA54	3.8

**Insert:**

This Plan recognises that local Authorities have an important role in leading a bottom up approach contributing to the national climate action agenda. Action 165 of the Climate Action Plan requires each Local Authority to identify one location or area that would be subject to a plan for a Decarbonising Zone (DZ). It is intended over the lifetime of this Plan to develop and implement a Decarbonising Plan for a Decarbonising Zone within county Offaly in conjunction with relevant stakeholder(s).

A DZ is a spatial area identified by the local authority, in which a range of climate mitigation, adaptation and biodiversity measures and actions are identified to address local low carbon energy, greenhouse gas emissions and climate needs to contribute to national climate action targets

Reference Number	Section
MA55	3.8

**Delete:**

**Table 3.1 Decarbonisation Actions and Projects**

- ~~• Compact Growth of settlements, reduce sprawl, higher densities, reuse buildings~~
- ~~• Sustainable Mobility; greenways, pedestrian routes, cycleways, permeability, connectivity to facilities and amenities and public transport provision~~
- ~~• Integrated transportation and landuse planning~~
- ~~• Cessation of peat fired electricity generation~~
- ~~• Electric vehicle recharging infrastructure and electrification of council fleet~~
- ~~• Green Infrastructure, for example, green walls, green roofs, parks, waterways, wetlands, greenways, peatways, woodlands~~
- ~~• Promote sustainable urban drainage systems (SuDs), for example, permeable surfaces to decrease run-off rates~~
- ~~• Afforestation where environmentally appropriate; contributes to renewable fuels and acts as a carbon sink, and can enhance interception and infiltration of precipitation with river basin catchments~~
- ~~• Remote working and co-working hubs~~

- Improve job: resident workers' ratio in settlements
- Green technologies and green jobs
- Create or enhance delivery of carbon sinks, for example, wetlands, bogs, forestry, permanent grassland
- Renewable and low carbon energy, for example, wind, solar, bioenergy, district heating
- Promote the repair and reuse of existing buildings including underutilised upper floors in urban areas
- Reduce vacancy and dereliction in towns and villages
- Reduce the need to travel
- Provide mixed use developments and support the close location of jobs / shops / services to minimise the need for the most common travel patterns.
- Support good ventilation
- Circular bio-economy
- Rhode Green Energy Park
- Support the restoration of peat bogs when turf cutting has ceased
- Strengthen public transport linkages and encourage their use
- Move towards self-sustaining rather than commuter driven activity
- Energy efficient building design
- Social enterprises
- Abatement of Greenhouse gas emissions in the agricultural sector
- Support car free developments in suitable locations
- Green procurement
- Sustainable food production
- Flood risk management, avoid development on flood plains and only facilitate the appropriate management and sustainable use of flood risk areas, and support the enhancement of flood resilience of buildings
- Implementation of Offaly Climate Change Adaptation Strategy
- Climate proof major projects
- Promote links between developments and renewable energy resources, for instance by sourcing energy on-site renewably or from low carbon fuel sources
- Support grey water recycling schemes
- Support efforts to maximise water conservation
- Plant drought resistant plants / trees in public amenity areas to provide shade

Insert:

Aim	Actions	Potential Projects
<p><b>Promote Compact Growth</b></p>	<p>Reduce urban sprawl, encourage higher densities, reuse buildings</p> <p>Integrate transportation and landuse planning</p> <p>Reduce the need to travel and move towards self-sustaining rather than commuter driven activity</p> <p>Support car free developments in suitable locations</p> <p>Provide mixed use developments and support the close location of jobs / shops / services / education and homes to minimise the need for the most common travel patterns.</p> <p>Promote the repair and reuse of existing buildings including underutilised upper floors in urban areas</p> <p>Reduce vacancy and dereliction in towns and villages</p> <p>Strengthen public transport linkages and encourage their use</p>	<p>1. Specific projects which may arise from development of Opportunity Sites as identified in Section 7.2.4 of the draft Plan relating to Tullamore, Birr, Edenderry and Portarlinton and the Opportunity Sites outlined in Clara, Banagher, Ferbane, Kilcormac and Daingean in Volume 2. Provision of community and enterprise space for meetings, digital hub, creative spaces, exhibition spaces and study spaces in specific objectives in Town and Village Plans contained in Volume 2 of this Plan.</p> <p>2. Development of incubator units, providing work space for start-up businesses in specific objectives in Town and Village Plans contained in Volume 2 of this Plan.</p> <p>3. Develop a new purpose built modern community library and arts space at JKL Street Edenderry.</p>
<p><b>Sustainability Mobility</b></p>	<p>Greenways, pedestrian routes, cycleways, permeability, connectivity to facilities and amenities</p>	<p>1. Improve cycling infrastructure including dedicated cycle lanes and footpath connections in settlements as outlined in specific objectives in Town and</p>

	<p>and public transport provision</p>	<p>Village Plans contained in Volume 2 of this Plan.</p> <ol style="list-style-type: none"> <li>2. Provision of outdoor pursuits, walking and cycling routes through the county’s peatlands and network of industrial railways linking the River Shannon Blueway, Royal Canal, Grand Canal and Barrow Blueway across the midlands as outlined in the ‘Major Cycling Destination in the Midlands of Ireland –Feasibility Study 2016’.</li> <li>3. Continue to improve walkways, cycleways and facilities at Lough Boora Discovery Park.</li> <li>4. Continue to improve walkways and facilities at Derryounce.</li> <li>5. Prepare Local Transport Plans for Birr, Edenderry and Portarlington.</li> <li>6. Mobility Management and Travel Plans for Tullamore and Edenderry to bring about behaviour change and more sustainable transport use.</li> </ol>
	<p>Electric vehicle recharging infrastructure and electrification of council fleet</p>	<ol style="list-style-type: none"> <li>1. Provision of EV charging points at County Buildings and facilitate the provision of battery charging infrastructure in the county.</li> <li>2. Purchase of electric vans in the Council fleet.</li> </ol>
<p><b>Transition to a Low Carbon and Climate Resilient Society</b></p>	<p>Cessation of peat fired electricity generation</p> <hr/> <p>Support the restoration of peat bogs when turf cutting has ceased</p> <hr/> <p>Create or enhance delivery of carbon sinks, for example, wetlands, bogs, forestry, permanent grassland</p> <hr/> <p>Flood risk management, avoid development on flood plains and only facilitate the appropriate management and sustainable use of flood risk areas, and support the</p>	<ol style="list-style-type: none"> <li>1. Management, rewetting, rewilding and restoration of tracts of cutaway bog across the county.</li> <li>2. EU LIFE fund supported raised bog restoration project in restoring Special Areas of Conservation sites in the county to favourable conservation status.</li> </ol>

	enhancement of flood resilience of buildings	
	Renewable and low carbon energy, Circular Bio-Economy	1. Development of Rhode Green Energy Park.
	Promote links between developments and renewable energy resources, for instance by sourcing energy on-site renewably or from low carbon fuel sources	2. Feasibility assessment for district heating in County Offaly and identify local waste heat sources or renewable energy sources.
	Green Technology and Jobs	3. Ongoing programme of upgrading public lighting to LEDs in Offaly.
	Develop a Decarbonising Zone within County Offaly	Identify a spatial area to be designated a Decarbonising Zone and develop an implementation plan in which a range of climate mitigation, adaptation and biodiversity measures and actions are identified to address local low carbon energy, greenhouse gas emissions and climate needs to contribute to national climate action targets.
	Green Infrastructure, for example, green walls, green roofs, parks, waterways, wetlands, greenways, peatways, woodlands, plant drought-resistant plants / trees in public amenity areas to provide shade	Progression of Green Infrastructure provision as outlined in specific objectives in Town and Village Plans contained in Volume 2 of this Plan.
	Promote sustainable urban drainage systems (SuDs), for example, permeable surfaces to decrease run-off rates	
	Afforestation where environmentally appropriate; contributes to renewable fuels and acts as a carbon sink, and can enhance interception and infiltration of precipitation with river basin catchments	

	Energy efficient building design	<ol style="list-style-type: none"> <li>1. Pilot schemes which promote innovative ways to incorporate energy efficiency amongst social housing.</li> <li>2. Development of an Energy Efficient Building Centre of Excellence in East Offaly.</li> </ol>
	Support efforts to maximise water conservation, support grey-water recycling schemes	
	Abatement of Greenhouse gas emissions in the agricultural sector	
	Green procurement	
	Implementation of Offaly Climate Change Adaptation Strategy	Applicable projects as outlined in Chapter 5 Adaptation Goals, Objectives and Actions of the Strategy.
	Climate proof major projects	
	Sustainable food production	Development of Ferbane Food Campus.

Reference Number	Section
MA56	3.9

**Insert:**

**CAEP-01** It is Council policy to support **and facilitate** the development, reinforcement, renewal and expansion of the electricity transmission and distribution grid, including the development of new lines, pylons and substations as required to provide for the future physical and economic development of Co. Offaly.

Reference Number	Section
MA57	3.9

**Insert:**

**CAEP-02** It is Council policy to require that, in all new developments, local services **such as medium and low voltage** electricity **cables** shall be undergrounded, **with** multiple services ~~are~~ accommodated in shared strips underground and that access covers are shared, whenever possible.

Reference Number	Section
MA58	3.9

**Insert:**

It is Council policy that proposals for new electricity distribution lines 38 kV or above along with transmission lines 110 kV or above will be considered subject to the protection of Designated and Non Designated Sites as outlined in Objectives BLO-01 to BLO-03 and landscape considerations as outlined in objectives BLO-20 Areas of High Amenity, BLO-22 Landscape and BLO 24-25 Protection of Key Scenic Views, Prospects and Key Amenity Routes.

Reference Number	Section
MA59	3.9

**Insert:**

It is Council policy to support EirGrid's Implementation Plan 2017 – 2022 and Transmission Development Plan 2019 and any subsequent plans prepared during the plan period that facilitate the timely delivery of major investment projects subject to appropriate environmental assessment and the outcome of the planning process.

Reference Number	Section
MA60	3.9

**Insert:**

It is Council policy to support the reinforcement and strengthening of the electricity transmission and distribution network to facilitate planned growth and transmission/ distribution of a renewable energy focused generation across the major demand centres. This includes:

- Facilitating trans-boundary networks into and through the County and Region to ensure the Regional Spatial and Economic Strategy can be delivered in a sustainable and timely manner;
- Facilitate the delivery of the necessary integration of transmission network requirements to allow linkages of renewable energy proposals to the electricity transmission grid in a sustainable and timely manner; and
- Support the safeguarding of strategic energy corridors from encroachment by other developments that could compromise the delivery of energy networks

Reference Number	Section
MA61	3.9

**Delete and Insert:**

**CAEP-04** It is proposed to amend CAEP-04 in Chapter 3 as follows; "It is Council policy to support and facilitate European and national objectives for climate adaptation and mitigation as detailed in the following documents, taking into account other provisions of the Plan (including those relating to land use planning, energy, sustainable mobility, flood risk management and drainage);

- Climate Action Plan (2019 and any subsequent versions);
- National Mitigation Plan (2017 or subsequent editions);
- National Climate Change Adaptation Framework (2018 and any subsequent versions);

- ~~Any Regional Decarbonisation Plan prepared on foot of commitments included in the emerging Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-31;~~
- Relevant provisions of any Sectoral Adaptation Plans prepared to comply with the requirements of the Climate Action and Low Carbon Development Act 2015, including those seeking to contribute towards the National Transition Objective, to pursue, and achieve, the transition to a low carbon, climate resilient and environmentally sustainable economy by the end of the year 2050; and
- Offaly Climate Change Adaptation Strategy.

Reference Number	Section
MA62	3.9

**Delete and Insert:**

**CAEP-12** It is Council policy to support the enhancement of carbon sinks such as peatlands, forestry, and permanent grasslands, with consideration of ~~afforestation on cut away peatlands~~ **re-wetting and restoration of cut away peatlands, where appropriate.**

Reference Number	Section
MA63	3.9

**Delete and Insert:**

**CAEP-16** It is Council policy that planning applications for development on or immediately adjacent to peatlands shall be accompanied by assessments considering the following issues where relevant; peatland stability, hydrology, ~~and/or~~ carbon emissions balance **and ecological impact assessment.**

Reference Number	Section
MA64	3.9

**Delete and Insert:**

~~**CAEP-21** It is Council policy to actively promote and support the ‘Just Transition’ and the EU Programme for Coal Regions in Transition, in particular to support communities which have been dependent on the peat industry for decades.~~

**Offaly County Council recognises the significant economic and social impact of the cessation of peat harvesting in parts of County Offaly and the added impact of the closure of associated power stations in some areas. The Council also recognises that it is imperative that these impacts be mitigated to the greatest extent possible. The re-casting of the economic role of those areas most affected is a crucial element of this mitigation and it is the Council policy to lead a collaborative approach between all relevant organisations and the affected communities to implement appropriate responses.**

**In that context, it is Council policy to support the application of the ‘Just Transition’ concept in the affected areas and in particular to ensure that National Programmes and the EU Programme for Coal Regions in Transition are leveraged to the maximum possible extent to support the regeneration of those communities in County Offaly which have been dependent on the peat industry and the**



electrical power generation industry using fossil fuels for over 8 decades. In pursuing the implementation of this policy, the Council will seek to ensure that the national and European funding streams focus on those areas of activity which are likely to be most effective in mitigating the negative impacts referred to.

These focuses will include but will not necessarily be limited to -

- The provision of funding to support projects which will contribute to the social and economic resilience of those towns, villages and rural areas of County Offaly which have suffered loss of employment due to the cessation of peat harvesting, the knock-on impacts on associated industries such as briquette manufacture and horticulture and the cessation of peat as a fuel for power stations.
- Delivery of the ‘Midlands Cycling Destination – Offaly’ which is essentially a c.300km network of cycling and walking paths overlain on rehabilitated peatlands, waterways and other primarily publicly-owned lands, with key links to adjoining counties and National and Regional Greenways.
- Appropriate re-use of some, (where identified within an overall strategic framework) former industrial peatlands and associated infrastructure / works sites with a focus on sustainable employment generation, community resilience, tourism facilities and amenities.
- Provision of technical support to affected communities in the form of project management, community planning, community resource activation and similar to enable them to play a full partnership role in their regeneration.
- In considering which projects and/or programmes to prioritise, the Council will have regard, amongst other matters, to the level of impact of the closures involved on a particular settlement or community and will give priority, other things being equal, to those projects or programmes which will benefit those communities most affected

Reference Number	Section
MA65	3.9

**Delete and Insert:**

**CAEP-35** It is Council policy that in assessing planning applications for wind farms, the Council shall:

- (a) ~~have regard to the Department of the Environment, Heritage and Local Government’s Guidelines for Planning Authorities on Wind Energy Development (or any update of this document) including applying appropriate setback distances as identified in the Guidelines~~ have regard to the provisions of the Wind Energy Development Guidelines 2006, the Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change 2017 and the Draft revised Wind Energy Guidelines 2019 which are expected to be finalised in the near future;
- (b) have regard to ‘Areas Open for Consideration for Wind Energy Developments’ in the Wind Energy Strategy Designations Map from the County Wind Energy Strategy;
- ~~(c) require a 2 km separation distance from turbines to town and village settlement boundaries in the county;~~

- (d) the impact of the proposed wind farm development on proposed Wilderness Corridors as detailed in Objective XX (Ref. Number to be determined) of Chapter 4;
- (e) have regard to Development Management Standard 109 on wind farms contained in Chapter 13 of this Plan; and
- (f) have regard to existing and future international, European, national and regional policy, directives and legislation.

Reference Number	Section
MA66	3.9

**Insert:**

It is Council policy to consider the repowering **and renewal** of existing windfarm development on a case by case basis where the proposal does not result in a net increase in the number of turbines and it is demonstrated that there is no adverse impact on the receiving environment, landscape, designated sites or residences in the area.

Reference Number	Section
MA67	3.9

**Delete:**

It is Council policy to consider applications for proposed data centres in County Offaly in line with the following criteria;

- (a) Accessibility/ease of connection to power;
- (b) Availability of renewable energy to power proposed data centre;
- (c) Availability of high powered fibre optic infrastructure;
- (d) Transport/road accessibility;
- (e) Compatibility of surrounding land uses/zoning;
- (f) Avoidance of designated sites; and
- (g) Availability of significant landbanks, ~~minimum of circa 50 acres in size.~~

Reference Number	Section
MA68	3.9

**Insert:**

It is Council policy to support the use of smart city technologies in Offaly’s settlements to assist in energy reduction through integrating public lighting infrastructure with EV charging points and also providing real time data on street lighting energy usage, atmospheric pressure, CO2 emissions and average noise pollution levels.

Reference Number	Section
MA69	3.9

**Insert:**

#### CAEP-50

It is Council policy to protect Flood Zone A and Flood Zone B from inappropriate development and direct developments/land uses into the appropriate Flood Zone in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 (or any superseding document) and the guidance contained in Development Management Standard DMS-106. Where a development/land use is proposed that is inappropriate within the Flood Zone, then the development proposal will need to be accompanied by a Development Management Justification Test and site-specific Flood Risk Assessment in accordance with the criteria set out under with The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 and Circular PL2/2014 (as updated/superseded). In Flood Zone C, (See DMS-106 where the probability of flooding is low (less than 0.1%, Flood Zone C), **site-specific Flood Risk Assessment may be required and the developer should satisfy themselves that the probability of flooding is appropriate to the development being proposed. The County Plan SFRA datasets (including Benefitting Lands mapping), emerging CFRAMS mapping (including National Indicative Fluvial mapping), and the most up to date CFRAM Programme climate scenario mapping should be consulted by prospective planning applicants and the planning authority in determining planning applications.**

Reference Number	Section
MA70	3.9

**Insert:**

**It is Council policy to promote awareness and the appropriate adaptation of Ireland's built and archaeological heritage to deal with the effects of climate change.**

Reference Number	Section
MA71	3.9

**Insert:**

**It is Council policy to identify the built and archaeological heritage in local authority ownership and areas at risk from climate change including, but not necessarily restricted to, the Record of Monuments and Places, protected structures and Architectural Conservation Areas designated in the development plan.**

Reference Number	Section
MA72	3.9

**Insert:**

**It is Council policy to undertake climate change vulnerability assessments for the historic structures and sites in Offaly.**

Reference Number	Section
MA73	3.9

**Insert:**

It is Council policy to develop disaster risk reduction policies addressing direct and indirect risks to the built and archaeological heritage in Offaly.

Reference Number	Section
MA74	3.9

**Insert:**

It is Council policy to develop resilience and adaptation strategies for the built and archaeological heritage in Offaly, in line with Department Guidance and an associated methodology.

Reference Number	Section
MA75	3.10

**Insert:**

It is an objective of the Council to consider a variation of the development plan within a reasonable period of time, or to include such other mechanism, as may be appropriate, to ensure that the development plan will be consistent with the approach to climate action recommended in the revised Development Plan Guidelines as adopted or any relevant guidelines.

Reference Number	Section
MA76	3.10

**Insert:**

It is an objective of the Council to work with key stakeholders to carry out an assessment of how the implementation of the Plan will contribute to realising overall national targets on renewable energy and climate change, and in particular wind energy production and the potential wind energy resource

Reference Number	Section
MA77	3.10

**Insert:**

It is an objective of the Council to ensure the security of energy supply by supporting the potential of the wind energy resources of the County in a manner that is consistent with proper planning and sustainable development of the area.

Reference Number	Section
MA78	3.10

**Insert:**

It is an objective of the Council to ensure that renewable energy projects located on peatlands or in close proximity to peatlands do not negatively impact on any rehabilitation measures including enhanced rehabilitation measures (i.e. drain blocking and rewetting).

Reference Number	Section
MA79	3.10

**Insert:**

It is an objective of the Council to support and facilitate the;

- (i) production of low carbon renewable biogases such as hydrogen and biomethane, produced largely from agricultural organic matter, that can be exported to the National Grid; **and**
- (ii) **development of Compressed Natural Gas (CNG) vehicle usage and refuelling infrastructure on appropriate sites.**

Reference Number	Section
MA80	3.10

**Insert:****Local Authority Housing**

It is an objective of the Council to introduce minimum standards in the Local Authority social housing stock as part of retrofit works being carried out on older stock or refurbishment of vacant dwellings.

Reference Number	Section
MA81	3.10

**Insert:****LED Luminaires**

It is an objective of the Council to ensure LED luminaires display warmer colours (i.e., CCT values at or below 2700K) in future installations to avoid environmental impacts associated with blue-rich LED light in keeping with Dark Sky Ireland Lighting Recommendations.

## 2.4 Chapter 4: Biodiversity and Landscape

Reference Number	Section
MA82	Start of Chapter

**Insert:**

**Strategic Aim:**

Protect and enhance Offaly’s natural assets of clean water, biodiversity, landscape, green infrastructure, heritage and agricultural land.

Reference Number	Section
MA83	4.1

**Insert:**

Current negative trends in biodiversity and ecosystems will undermine progress towards 80% of the assessed targets of the UN Sustainable Development Goals, related to poverty, hunger, health, water, cities, climate, oceans and land. A Strategic Objective of this Co. Development Plan is to contribute, as practicable, towards achievement of these goals. Loss of biodiversity is therefore shown to be not only an environmental issue, but also a developmental, economic, security, social and moral issue as well.”

Halting and reversing the loss of biodiversity ensures that we are supplied with the ‘ecosystem services’ it provides, that are essential to our well-being. In agriculture, these services include the maintenance of soil structure and the supply of nutrients, pollination and pest control which will guarantee our food security. Outdoor recreation and tourism also relies heavily on ecosystem services and biodiversity to provide the experience of being ‘in nature’ that both local people and visitors to County Offaly increasingly seek out.

Reference Number	Section
MA84	4.3.1

**Delete:**

~~Table 4.4 Occurrence in County Offaly of birds protected under Annex 1 of the EU Birds Directive~~

Species	Notes
Bewick’s swan	Winter
Whooper Swan	Winter
Greenland Whitefronted Goose	Winter
Golden Plover	Winter generally, some possibly remain all year
Hen Harrier	All year
Merlin	All year (possibly breeds)
Peregrine	All year
Cornerake	Breeding
Kingfisher	All year

Reference Number	Section
MA85	4.6.2

**Insert:**

This map is based on revised Quaternary geological and geomorphological mapping prepared by the GSI that is based on high resolution digital elevation models, high resolution aerial imagery, national subsoil permeability data, field mapping in certain low confidence areas and academic literature.

Reference Number	Section
MA86	4.6.2 (Figure 4.7)

**Delete:**



**Insert:** amended map reflecting changed esker locations having regard to the revised esker areas identified in new geological, aggregate and mineral mapping developed by the GSI.



Reference Number	Section
MA87	4.7

**Insert:**

The Council recognises that the development of peatways offer a unique alternative means for tourists and visitors to access and enjoy rural parts of the county while supporting the development of rural communities and job creation in the rural economy, as well as the protection and promotion of natural assets and biodiversity.

Reference Number	Section
MA88	4.7

**Delete and Insert:**

The Council recognises ~~the potential to develop~~ other potential long term opportunities on rehabilitated peatlands such as the development of;

- a ‘Regional Peatway’ connecting natural and cultural attractions and the development of a National Park for the raised bog peatlands in the midlands; and
- **Wilderness<sup>3</sup> corridors at the following locations;**

<sup>3</sup> The consensus definition of wilderness in a European context as contained in Guidelines on Wilderness in Natura 2000 European Commission Technical Report, 2013-069 is: “A wilderness is an area governed by natural processes. It is composed of native habitats and species, and large enough for the effective ecological functioning



- Cavemount, Esker, Ballycon, Derrycricket, Clonsast North, Clonsast and Derrycastle in East Offaly; and
- Blackwater, Ballaghurt and Belmont Bogs in West Offaly, from Clonmacnoise in the direction of Belmont village, all of which can be linked to routes identified in Figure 6.14 'Midlands Cycling Destination, Offaly Network Map.'

Reference Number	Section
MA89	4.8

#### Delete and Insert:

The Council recognises the importance of riparian buffer zones, which are strips of vegetated land bordering a river or stream, which can protect a watercourse from the impact of human activity or development in an area, filtering out pollutants and sediment from overland surface runoff, enhancing flood alleviation and providing a habitat for animals with close affinity to rivers (for example, otters, kingfishers, dippers and dragonflies), **and can also provide space for amenity uses, particularly in urban areas.** The ~~Shannon Regional Fisheries Board Guidance Document~~, *Inland Fisheries Ireland updated guideline document 'Planning for Watercourses in the Urban Environment, a Guide to the Protection of Watercourses through the use of Buffer Zones, Sustainable Drainage Systems, Instream Rehabilitation, Climate / Flood Risk and Recreational Planning'* should be followed in this regard.

Reference Number	Section
MA90	4.9

#### Insert:

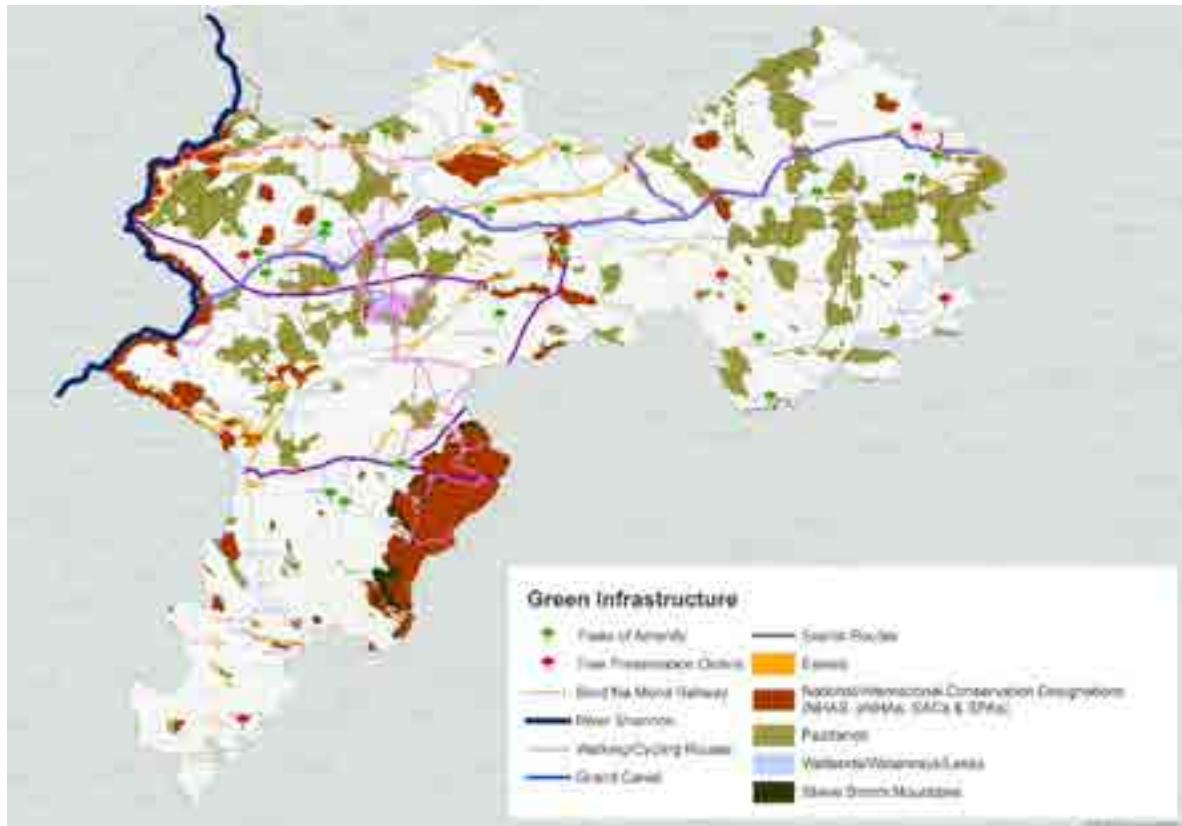
Trees, forestry and hedgerows make a valuable contribution to the landscape and visual amenity of County Offaly and provide wider environmental benefits that include carbon storage. Trees, either individually, as specimen trees, or in groups also make an important contribution to the landscape of many of the country house demesnes throughout the county. They perform many functions such as shelter from wind, act as a natural barrier, absorb pollutants, produce oxygen, **contribute to wellness** and provide a biodiversity function in terms of provision of habitat and food sources.

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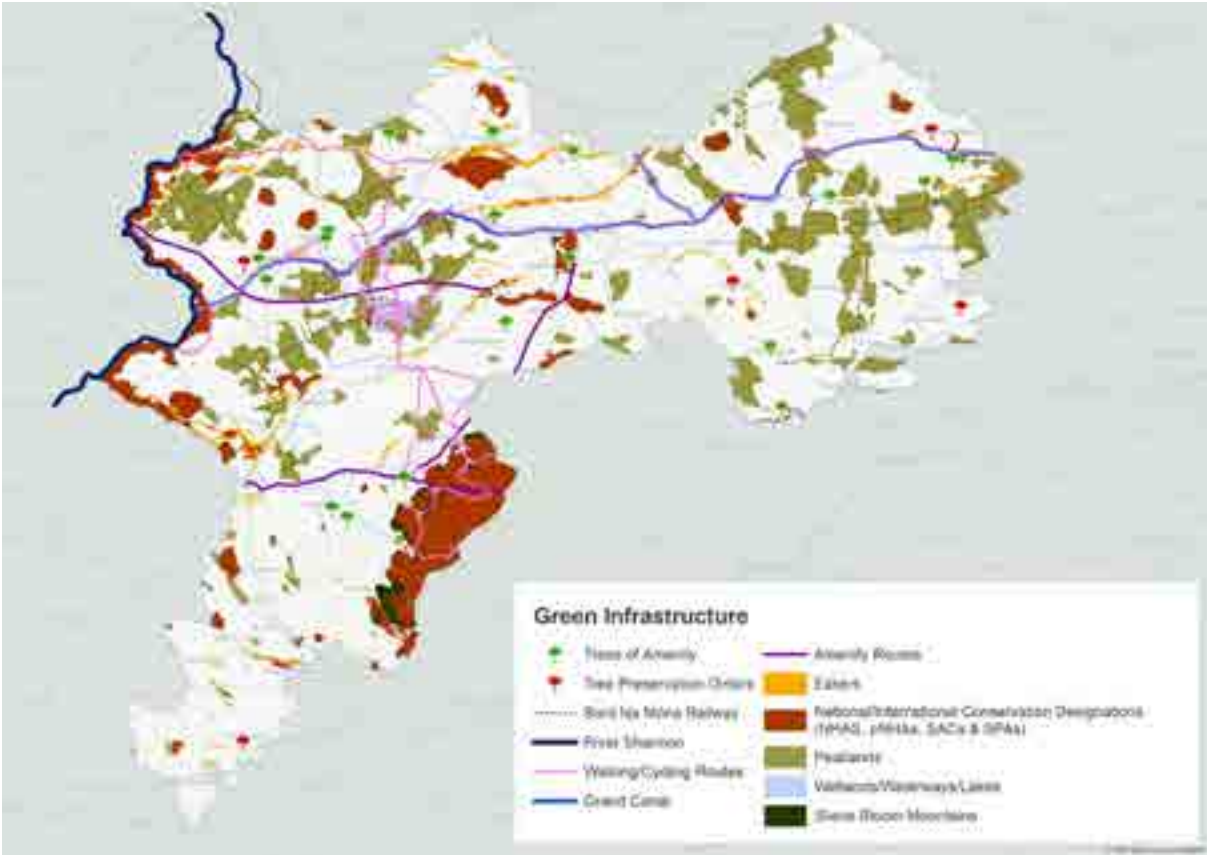
of natural processes. It is unmodified or only slightly modified and without intrusive or extractive human activity, settlements, infrastructure or visual disturbance.”

Reference Number	Section
MA91	4.10 (Figure 4.13)

Delete:

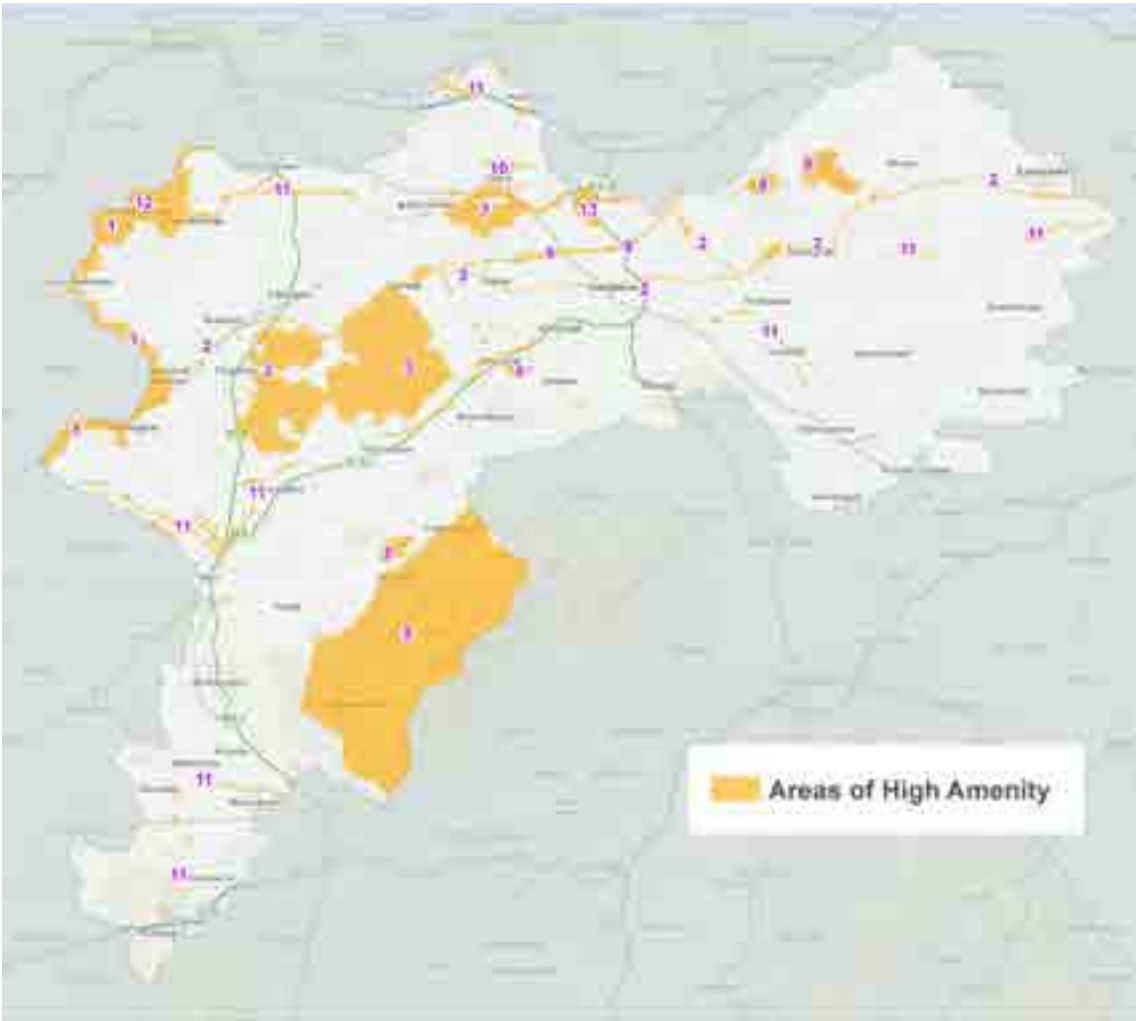


**Insert:** amended map reflecting changed esker locations having regard to the revised esker areas identified in new geological, aggregate and mineral mapping developed by the GSI. Also a change in the description of routes from Scenic Routes to Amenity Routes.

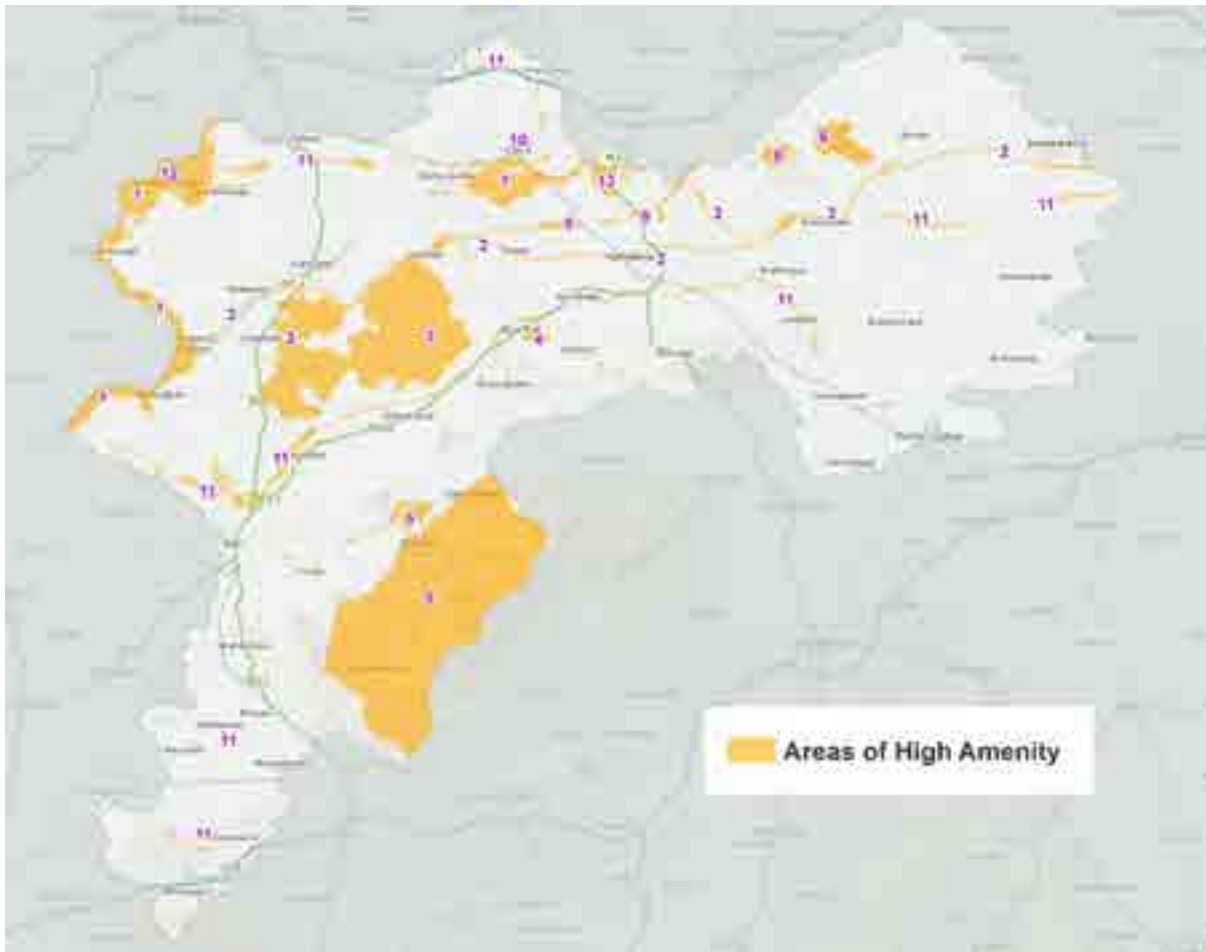


Reference Number	Section
MA92	4.13 (Figure 4.18)

Delete:



**Insert:** amended map reflecting changed Areas of High Amenity having regard to the revised esker areas identified in new geological, aggregate and mineral mapping developed by the GSI.



Reference Number	Section
MA93	4.13.1

**Delete and Insert:**

The Heritage Council published Waterway Corridor Studies pertaining to Offaly in 2002 and in 2004. ~~Council will consider~~ ~~Regard will be had to~~ these studies in relation to funding and planning applications (See Policy BLP-21 in this chapter).

Reference Number	Section
MA94	4.13.2

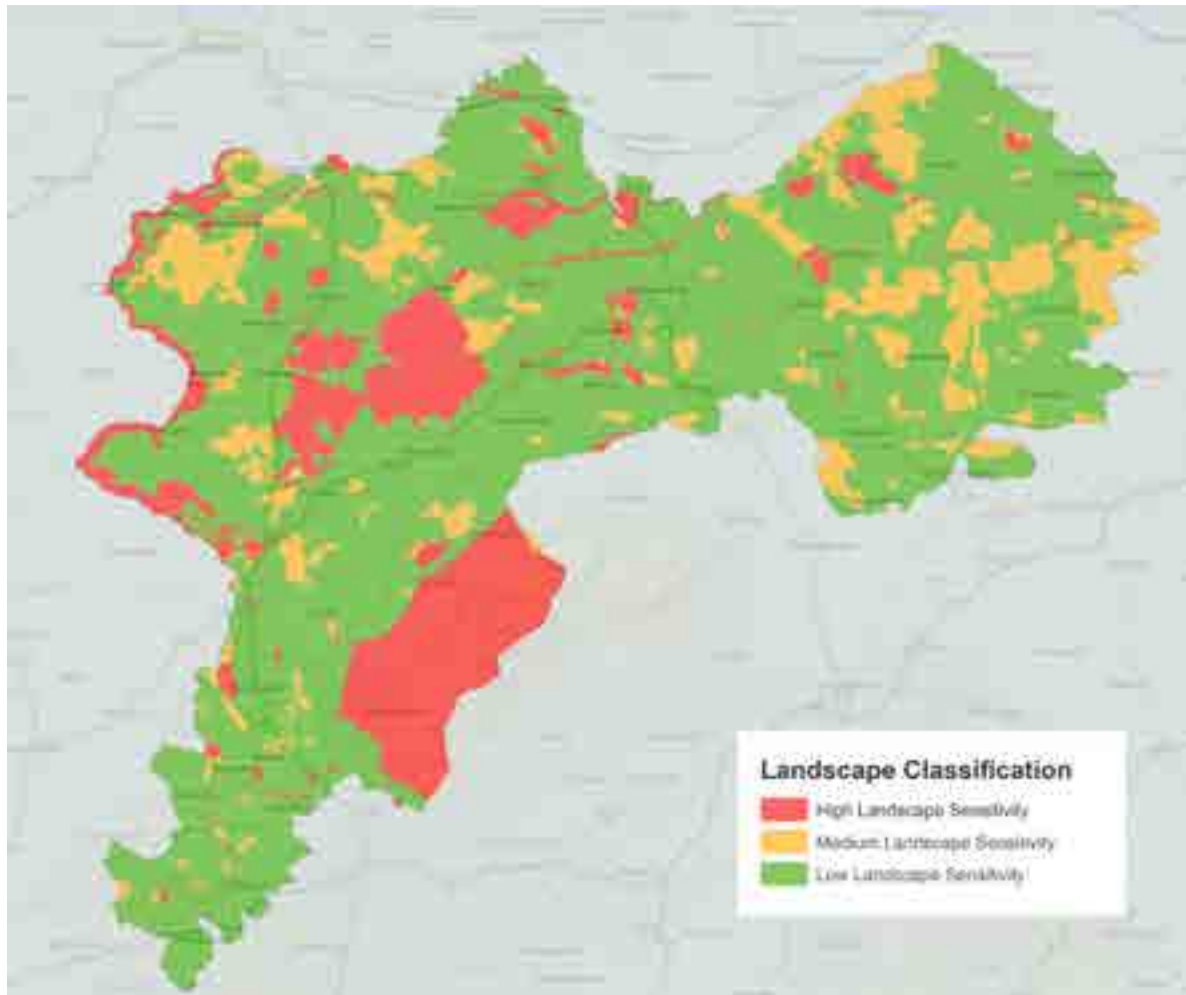
**Delete:**

The overall policy of the Council towards the mountains will be to co-operate with other bodies in encouraging development of the amenity and recreational potential of the area while at the same time, preserving the quality and character of the environment. The Council accepts that there is need to devise an overall strategy for the integrated development of the Slieve Bloom Mountains area and to secure an appropriate balance between competing land use, for example, farming, forestry,

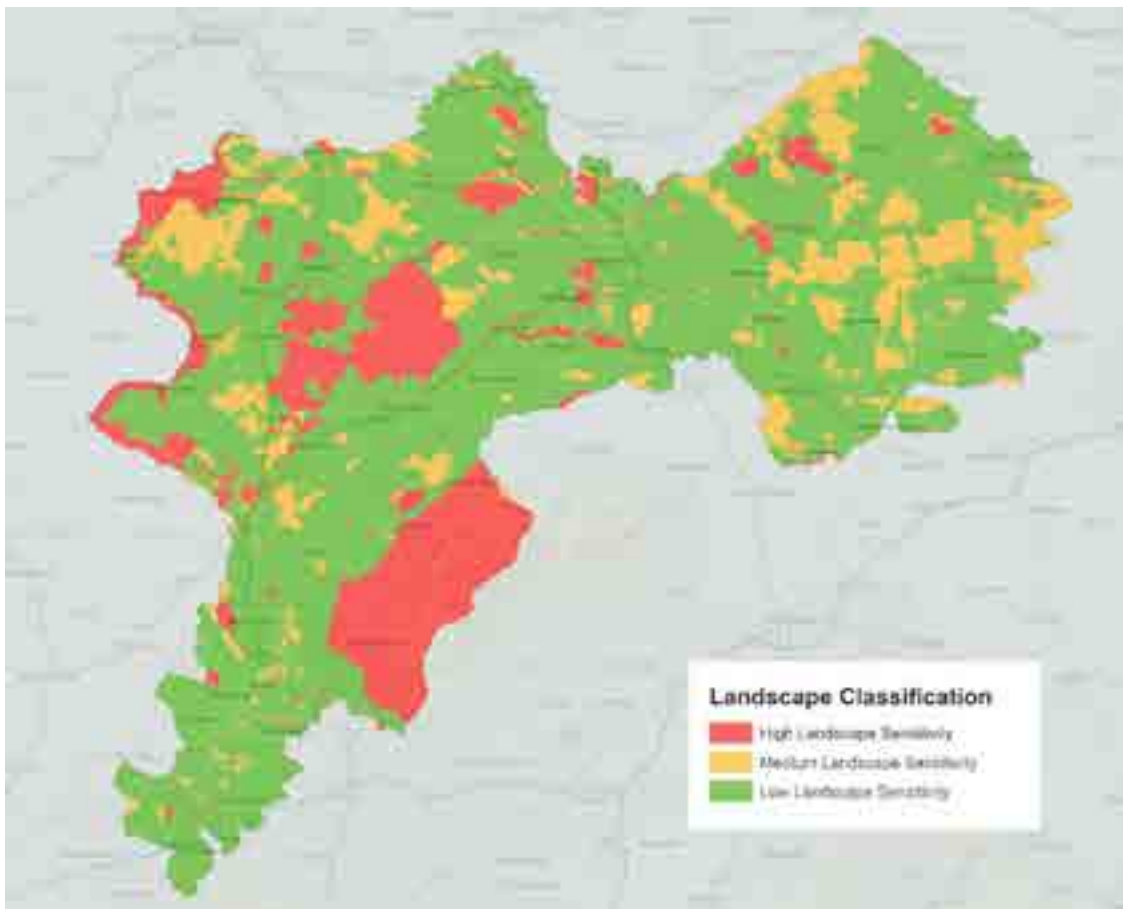
recreation, conservation and residential. ~~Offaly County Council along with Laois County Council prepared a joint policy statement for the Slieve Bloom Mountains in May 1995.~~

Reference Number	Section
MA95	4.14.1

**Delete:**



**Insert:** amended map reflecting changed Areas of High Amenity having regard to the revised esker areas identified in new geological, aggregate and mineral mapping developed by the GSI.



Reference Number	Section
MA96	4.14.1

**Insert:**

There is a need to balance the conservation of the important landscape features associated with eskers providing educational / tourism and recreational potential with the requirements of aggregate extraction and economic development. Hence, the esker landscape is highly sensitive to any future development and the opening up of new pits for sand and gravel extraction will be strongly resisted (refer to Chapter 5, Economic Development [Strategy](#)).

Reference Number	Section
MA97	4.14.1

**Delete and Insert:**

The following routes are designated as Key Amenity Routes within Offaly. They are also mapped in Figure 8.9 of Chapter 8 Sustainable [Mobility and Accessibility](#) [Transport Strategy](#).

Reference Number	Section
MA98	4.16

**Insert:**

**BLP-04** It is Council policy to protect and maintain the conservation value of all existing and future Natural Heritage Areas, **proposed Natural Heritage Areas**, Nature Reserves, Ramsar Sites, Wildfowl Sanctuaries and Biogenetic Reserves in the county.

Reference Number	Section
MA99	4.16

**Delete and Insert:**

**BLP-20** It is Council policy to ~~protect~~ preserve riparian ~~corridors~~ buffer strips free from development by reserving ~~land~~ a minimum of 10 metres either side of all watercourses (measured from top of bank) with the full extent of the protection determined on a case by case basis by the Council, based on site specific characteristics and sensitivities. ~~along their banks for ecological corridors and maintain them free from inappropriate development.~~

Reference Number	Section
MA100	4.16

**Delete and Insert:**

~~Where appropriate clear span structures will be promoted where fisheries exist~~ It is Council policy to promote clear span bridging structures as the preferred option for culverts ~~and culverting and/or realignment of streams will be discouraged.~~ Any development proposal requiring culverting should also document stream habitat lost and provide compensatory habitat where possible. Realignment of water courses should incorporate stream enhancement measures, as outlined in Office of Public Works Environmental Guidance. The Council will consult with Inland Fisheries Ireland in relation to riparian and instream works as appropriate.

Reference Number	Section
MA101	4.16

**Insert:**

It is Council policy to promote the removal of historic culverts and infilling of watercourses.

Reference Number	Section
MA102	4.16

**Delete and Insert:**

**BLP-21** It is Council policy ~~have regard~~ to **consider** the Waterways Corridor Study 2002 and protect the recreational, educational and amenity potential of navigational and non-navigational waterways ~~within~~ the county, such as the Grand Canal Corridor, towpaths and adjacent wetland landscapes, **taking into account more recent heritage and environmental legislation (including the SEA Directive) and environmental policy commitments.**



Reference Number	Section
MA103	4.16

**Delete and Insert:**

~~BLP-30 It is Council policy to support the aims and objectives of the All Ireland Pollinator Plan 2015-2020 and subsequent editions by encouraging the planting of pollinator friendly trees and plants and encouraging management options to improve pollinator populations within:~~

- ~~● Natura 2000 and nationally designated sites;~~
- ~~● State and publicly owned land;~~
- ~~● Peatlands;~~
- ~~● River, canal and railway corridors;~~
- ~~● Grass verges along public roads and existing and future greenways;~~
- ~~● Hedgerows;~~
- ~~● Public parks; and~~
- ~~● Public open spaces in towns and villages, including part of mixed use and residential developments.~~

**BLP-30** It is Council policy to support the aims and objectives of the All Ireland Pollinator Plan 2021-2025 and any subsequent editions by delivering appropriate management actions as set out in their guidance documents.

Reference Number	Section
MA104	4.16

**Insert:**

It is Council policy to support alternative landscape maintenance regimes which promote and work towards the reduction and ultimate elimination of use of herbicides in Parks and public land, while supporting the National Bee Pollinator Plan in promoting bee friendly habitats.

Reference Number	Section
MA105	4.16

**Insert:**

**High Nature Value (HNV)**

It is Council policy to support and promote High Nature Value (HNV) farming projects and schemes.

Reference Number	Section
MA106	4.16

**Insert:**

### Public Awareness

It is Council policy to raise public awareness and understanding of the County's natural heritage and biodiversity.

Reference Number	Section
MA107	4.17

**Insert:**

**BLO-04** It is an objective of the Council to ensure that the impact of development within or adjacent to national designated sites, Natural Heritage Areas, **proposed Natural Heritage Areas**, Ramsar Sites and Nature Reserves likely to result in significant adverse effects on the designated site is assessed by requiring the submission of an Ecological Impact Assessment prepared by a suitably qualified professional, which should accompany planning applications.

Reference Number	Section
MA108	4.17

**Insert:**

It is an objective of the Council in accordance with Article 4(4) of the Birds Directive and Regulation 27(4) of the European Communities (Birds and Habitats) Regulations 2011-2015 to strive to avoid pollution or deterioration of bird habitats outside Special Protection Areas.

Reference Number	Section
MA109	4.17

**Insert:**

It is an objective of the Council to take account of the objective and management practices proposed in any management or related plans for European Sites (SACs and SPAs) in and adjacent to the county published by the Department including the National Raised Bog Special Areas of Conservation (SACs) Management Plan 2017-2022 and any subsequent editions.

Reference Number	Section
MA110	4.17

**Delete and Insert:**

**BLO-10** It is an objective of the Council to maintain a riparian zone for larger and smaller river channels based on the ~~The Shannon Regional Fisheries Board Guidance Document~~ **Inland Fisheries Ireland updated guideline document**, 'Planning for Watercourses in the Urban Environment, a Guide to the Protection of Watercourses through the use of Buffer Zones, Sustainable Drainage Systems, Instream Rehabilitation, **Climate / Flood Risk** and Recreational Planning'.

Reference Number	Section
MA111	4.17

**Insert:**

**BLO-11** It is an objective of the Council to (a) investigate the feasibility of and cooperate with relevant agencies in providing a Linear Park based on the River Shannon from Banagher to Meelick, which takes account of the sensitive ecological nature of the Callows area and (b) to support the development of an overall vision/ strategy for the Shannon Callows in co-operation with all stakeholders to ensure that the area is appropriately managed at a landscape scale.

Reference Number	Section
MA112	4.17

**Insert:**

**BLO-17** It is an objective of the Council to require all new developments to identify, protect and enhance ecological features by making provision for local biodiversity (for example, through provision of swift boxes or towers, bat roost sites, green roofs, etc.) and provide ecological links to the wider Green Infrastructure network as an essential part of the design process.

Reference Number	Section
MA113	4.17

**Insert:**

It is an objective of the Council to work with stakeholders such as Bord Na Móna, Coillte, National Parks and Wildlife Service, Waterways Ireland and Just Transition related groups to examine the feasibility of developing a Wilderness Corridor on rehabilitatd peatlands linked to routes identified in Figure 6.14 'Midlands Cycling Destination, Offaly Network Map at;

- (i) Cavemount, Esker, Ballycon, Derrycricket, Clonsast North, Clonsast and Derryounce Bogs in East Offaly; and
- (ii) Blackwater, Ballaghurt and Belmont Bogs in West Offaly, from Clonmacnoise in the direction of Belmont village in West Offaly.

## 2.5 Chapter 5: Economic Development Strategy

Reference Number	Section
MA114	5

Insert:

### Chapter 5: Economic Development Strategy

Reference Number	Section
MA115	5.X

Insert:

#### 5.x Economic Profile of County Offaly

This section provides a brief overview of the economic profile of County Offaly. It presents data from a number of key indicators that help to paint a picture of the economic profile of County Offaly and the information has been used to inform economic policy making as part of the Plan.

Located in the midlands, Offaly is bordered by seven counties and shares its western boundary with the River Shannon. The county is traversed along the northern boundary by the M6 Dublin to Galway motorway and along the south-eastern boundary by the M7 Dublin to Limerick motorway. In addition, the Dublin-Galway railway route passes through the County, with stops in Portarlington, Tullamore and Clara. Strategically located with good transport connections, the County is well positioned to attract economic investment.

##### 5.x.x Existing Employment in County Offaly

Tullamore, a Key Town in the RSES, is Nationally central and serves as a major employment hub for the Midlands, with Professional Services, Manufacturing and Engineering being its largest industries. Tullamore has a Total Jobs: Resident Workers ratio of 1.48, which is relatively high compared to the EMRA average of 0.82 (over 0.7 represents a strong economic function as stated in Appendix A of the RSES). An increasing cluster of medical-tech and biopharma companies are locating themselves in Tullamore; in proximity to the Midlands Regional Hospital, which is the major hospital for the region. This is a Teaching/University hospital for a number of institutions including University College Dublin and University of Limerick, acting as a strong economic driver for the town and also providing a springboard for further linkages to existing and new med-tech businesses and research facilities.

There are almost 1,150 active businesses within 5km of Tullamore, employing nearly 8,260 people each day from the town and the wider region. 26% of these businesses are in less conventional sectors, where emerging business clusters can often be found. These include Med-Tech, FinTech, ICT and Engineering employers (such as Integra, Kelpak Medical and McDonald International). Tullamore is also a growing hub for the Food & Drinks sector, with large employers like Tullamore Dew Distillery, Carroll Meats and Glenisk. Professional services, scientific and technical activities, as well as various public service providers comprise the town's other key economic pillars, with traditional employment in peat production giving way to opportunities in the green economy.



**Figure 5.x Tullamore Business Activity and Clustering**

The Midlands Skills Centre in Tullamore, located in the Axis Business Park, is amongst the country's best equipped facilities catering to the specialist training and upskilling of those who wish to seek employment in the rapidly growing biopharma and medical-tech sectors. The centre delivers holistic training solutions in a realistic Good Manufacturing Practice (GMP) simulated manufacturing environment, enhancing the learning experience through adjacent IT and meeting facilities. Facilities include a state-of-the-art cleanroom, laboratories and classrooms.

Also located in the Axis Business Park is the Junction Business Innovation Centre, which offers a professional, well-serviced co-working environment for remote workers, freelancers, young companies and entrepreneurs.

The Council recognises the importance of maintaining and supporting emerging clusters in the area of Med-Tech, FinTech, ICT and Engineering employers, by strengthening linkages or facilitating collective action to improve the cluster-specific business environment.

Other settlements in the County have a more localised employment base resulting in fewer jobs. Birr, Banagher and Ferbane are the exceptions with these towns having a healthy Total Jobs: Resident Workers ratio of 0.96, 0.80 and 0.76, respectively. These towns have a significant service function for their surrounding rural hinterland, which generates employment in the schools, retail outlets, hospitality / tourism sector. The employment base in Birr is also supported by established industrial / manufacturing businesses in Syngfield Industrial Estate, Roscrea Road and Crinkill to the south.

Clara has a long established industrial heritage, with the Goodbody Family in the early 1800s being particular prominent in this regard. Clara benefits from proximity to the county town of Tullamore. A

number of pharmaceutical/medical companies are situated along the Kilbeggan Road in the outskirts of Clara notably Bemis Healthcare, Steripack and Europharma Concepts. Clara's other significant sources of employment include local retailing and in community services such as Scoil Bhríde and Ardscoil Chiarain Naofa.

Banagher maintains a strong local industrial employment base, including Banagher Concrete, Liffey Mills and Inland and Coastal Marina Systems, remaining notable employers in the town, continuing to contribute to the local economy. Other businesses in the town such as Bo Bristle and Inland and Coastal Marina Systems reflect a diverse employment base while Silver Line Cruisers and Carrick Craft operate out of the marina.

Ferbane has a number of small or micro-enterprises which trade successfully and generate local employment. Ferbane Food Campus is a state-of-the-art food product development and training facility. It is the first timeshare production facility of its kind to be developed in the midlands and provides a significant opportunity for future growth. Ferbane Food Campus was awarded national winner in the 'Community Business Enterprise Initiatives' category in the annual Pride of Place Awards in 2016.

Kilcormac's employment base is through its role as a local retailing and a community centre with its local shops, Kilcormac Convent National School and Coláiste Naomh Cormac being the predominant examples.

In the east of the county, the economy was traditionally dependent on agriculture and peat production, however given this area's proximity to the Dublin Metropolitan Area, a trend of commuting emerged over previous Development Plan periods, which is evident by the jobs to resident workers ratio for Edenderry (0.63), Portarlinton (0.43) and Daingean (0.35), indicating a large proportion of outward commuting. Edenderry is the largest settlement in eastern Offaly with significant employment in retailing. Other significant employers include the Rosderra Meat factory in Edenderry.

The economy of West and South Offaly has traditionally been and continues to be heavily reliant on the primary sectors including agriculture, quarrying and tourism based on key asset such as the River Shannon, Lough Boora Discovery Park, Clonmacnoise monastic site, Birr Heritage Town and the Slieve Bloom Mountains.

Peat production and peat-fired electricity generation has been synonymous with County Offaly since the mid-1900s. Power stations at Shannonbridge, Edenderry and Rhode provided direct employment with additional contract and part-time staff, while further supporting employment in Bord na Mona for supply of milled peat from bogs. The West Offaly power station in Shannonbridge closed in 2021, the Rhode power station closed in 2003, while Edenderry power station, which is now co-firing with peat and biomass, has permission to stay in operation until 2023. In addition to milled peat for electricity generation, Bord na Móna has provided significant employment in the harvesting of peat for the retail sector, including production of peat briquette and compost.

Other smaller settlements in the County are largely dependent on outbound commuting to sustain employment for their populations.

### **5.x.x Socio Economic Baseline**

#### **Labour Force Participation and 'At Work'**

In Census 2016 the total labour force in the county was 36,031 people. Labour Force Participation (LFP) measures the percentage of all people aged 15 or over who are available for work, that is either at work or unemployed. The LFP rate for Offaly was 59.8% which is marginally below the State average of 61.4% and generally consistent with the other Midland counties of Laois, Longford and Westmeath, being 62%, 60.2% and 60.8%, respectively. There are also notable variations at sub-county level with higher LFP rates evident for Tullamore at 62.5% and Edenderry at 64.3%, and lowest rate for Ferbane at 48.1%.

**Table 5.x Labour Force in County Offaly**

	2011	2016
<b>Total Labour Force</b>	35,849	36,031
<b>Total in Employment</b>	27,536 (76.8%)	30,287 (84.1%)

According to Census 2016, 84.1% of the total Labour Force in County Offaly was 'At Work', demonstrating a positive trajectory from the Census 2011 rate of 76.8%. The 2016 Census rate is below the State average of 87.1% but compares well with the other Midland counties of Laois, Longford and Westmeath, being 84.7%, 80.4% and 84.1%, respectively. For the towns in County Offaly, the total Labour Force 'At Work' varies from 70.9% for Kilcormac to 79.9% for Tullamore, all being below the county rate, which is consistent with the urban/rural split at regional level of 79% / 85.9%, reflecting positively on the rural based workforce.

### **Labour Force Unemployment**

In Census 2016, the unemployment rate (both unemployed and looking for their first job) for County Offaly was 5,744, representing a labour force unemployment rate of 15.9% compared to the national rate of 12.9%, and positively compared with the other Midland counties of Laois, Longford and Westmeath, being 15.3%, 19.6% and 15.9%, respectively.

At a sub-county level, the rate of unemployment for the towns of Tullamore, Birr, Edenderry, Banagher, Ferbane, Clara and Daingean fall between 19.1% and 23.3%, whereas Kilcormac is relatively high at 29.1%.

### **Industry of Employment**

The most dominant sectors of employment of resident employees in the county are 'Commerce and Trade' (23.9%) and 'Professional Services' (23.5%), representing almost 50% of employment of total residents. When compared to State averages, employment in Offaly is characterised by a higher than average dependence on traditional sectors, such as 'Agriculture, Forestry and Fishing', 'Building and Construction' and 'Manufacturing Industries'.

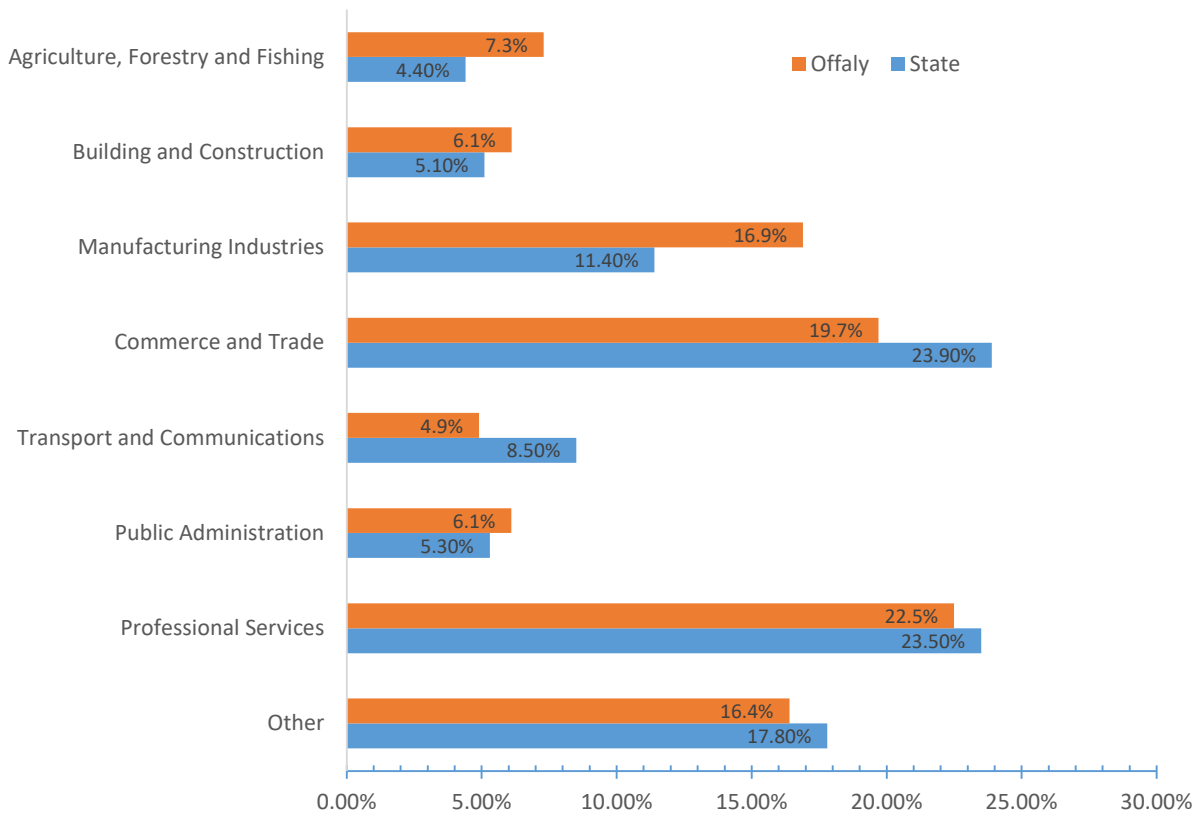


Figure 5.x Industry of Employment

**Occupations**

The graph in Figure 5.3 shows the breakdown of occupations across all sectors of industry in Offaly as a percentage of the total workforce compared to the state average. The data demonstrates that Offaly records above average rates for four occupational groups; ‘Skilled Trades Occupations’ (18.5%), ‘Caring, Leisure and other Service Occupations’ (7.9%), ‘Process Plant and Machine Operatives’ (9.8%) and ‘Elementary Occupations’ (9.3%). These four groups account for 45.5% of the labour force in the county.

‘Occupations’ data is a useful indication of the broad range of employment in the County, in addition to highlighting the skill sets of the workforce. Since 2011, the ‘Caring, Leisure and Other Service Occupations’ occupational group has witnessed the highest rate of increase at 15% (an additional 425 workers), while the ‘Professional Occupations’ group increased by 6.7% (an additional 295 workers) since 2011. A number of occupational groups witnessed decreases in numbers, most notably ‘Skilled Trades Occupations’ which decreased by 10.02% (657 workers).



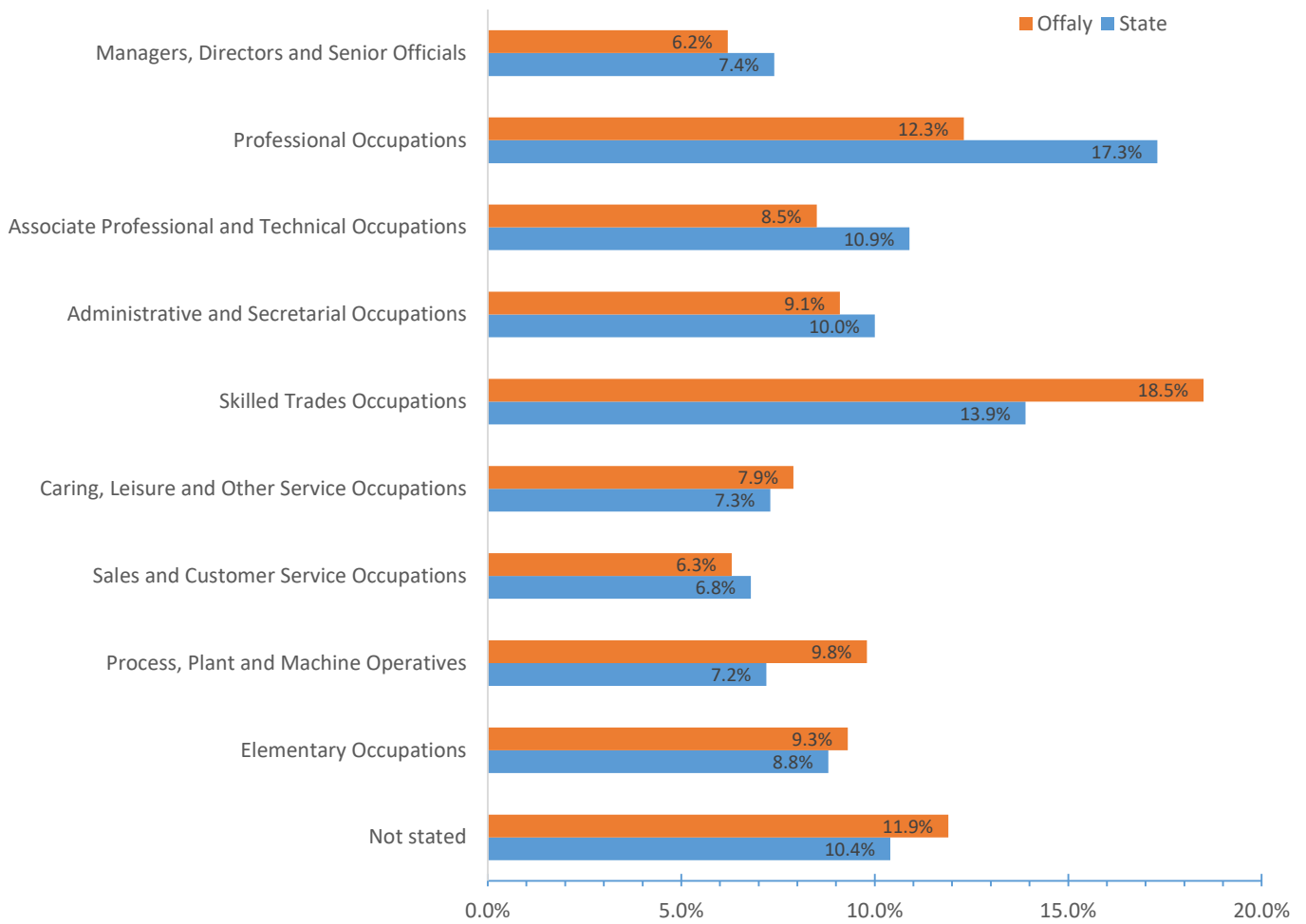


Figure 5.x Occupations

Reference Number	Section
MA116	Table 5.1

**Delete:**

- Adequate zoning in towns and villages** to facilitate employment, enterprise and existing initiatives, for example, Ferbane Food Campus ~~and Rhode Green Energy Park~~ as indicated in Volume 2 Settlement Plans;

**Insert:**

- Development of Rhode Green Energy Park**

Reference Number	Section
MA117	Table 5.1

**Insert:**

14. Diversification and growth of **smart specialisation** of local economies with a strong focus on **clustering**, including sustainable farming and food production, tourism, energy and renewables, and bioeconomy.

Reference Number	Section
MA118	5.5

**Insert:**

### 5.x.x Traditional Sectors

Reference Number	Section
MA119	5.x.x

**Insert:**

### 5.5.5 Foreign-Direct Investment

The Council recognises the importance of ensuring that there are adequate serviced lands throughout the county that would attract and maintain foreign direct investment. In Offaly there are a number of state-supported companies and the Council recognises the importance of these companies and acknowledge that their presence and experience in the county is crucial in attracting similar large-scale employers. In settlements throughout Offaly there are serviced sites suitable for large-scale employers and turn-key and greenfield sites available for prospective developers. Offaly County Council maintain a database of suitable sites and will engage with employment agencies and potential investors in order to identify sites for particular investment. **In collaboration with the IDA, the Council will endeavour to expand on this database to identify suitably sized land banks and business premises at suitable locations in Tullamore in order to attract foreign direct investment.**

Reference Number	Section
MA120	5.x.x

**Insert:**

### Tourism

The Council recognises that the tourism sector is emerging as key economic driver for the county. The county possesses a rich array of natural, built and cultural heritage including Clonmacnoise monastic site, 'Birr Castle, Gardens and Science Centre', Slieve Bloom Mountains, Lough Boora Discovery Park, and the River Shannon.

Birr was chosen as a 'Destination Town' under the Government's 'Destination Towns' initiative launched in 2019 by the National Tourism Development Authority. The purpose of the funding, as issued through Fáilte Ireland, is to boost the attractiveness and tourism appeal of the town. The funding will assist in measures to sustain and improve the quality of the tourist experience in the town,

a benefit of which is to increase visitor numbers and also to protect and increase direct employment in tourism related businesses in the town and wider area.

The Council also recognises that the Grand Canal Greenway is a valuable recreational and amenity route used by walkers and cyclists, key infrastructure to link many of the tourism and recreational sites in the county and the wider region. The Grand Canal Greenway has been serviced with free public Wi-Fi which is an innovative use of digital technology and infrastructure to deliver real, tangible benefits for local communities and visitors alike. The Council recognises the importance of continuing to extend and link in the form of a network, greenways and peatways in the interests of sustainable mobility, activity tourism, transition to a low carbon and climate resilient society, strengthening rural economies and job creation.

Offaly possesses a wealth of natural resources, unique heritage and a well-developed network of market towns and villages that could be promoted at international, national and local level for increased tourism potential and create positive economic opportunities locally.

Tourism is dealt with separately in Chapter 6 Tourism and Recreational Development.

Reference Number	Section
MA121	5.x.x

Insert:

### 5.x.x Emerging Sectors

Reference Number	Section
MA122	5.x.x

Insert:

#### 5.5.4 Remote Working / Co-Working Spaces

Offaly’s central location, good connectivity and excellent quality of life make it a great place to live and work. From most parts of the county, cities like Limerick, Galway and Dublin are just an hour’s drive away. The Council recognises the need for remote working in the interests of flexible work arrangements, be it from home or from a designated hub / co-working space. Remote working reduces the need for commuting and accordingly contributes to lower carbon output. Offaly’s co-working hubs are ideal for remote workers (working one or more days away from the main office) and for those setting up or growing their own business. Examples of co-working hubs in County Offaly include ‘*the Junction Business Innovation Centre*’ in Tullamore (which includes hot desks, office space, business training and mentoring, and facilities for people to develop ideas and business), ‘*e-hive co-working hub*’ in Edenderry (which include hot desks, meeting room and canteen facilities). Also ‘*stream creative suite*’ in Birr, which uses big data from I-LOFAR Radio Telescope to deliver Regional STREAM Potential, where research and education meet business, all linked with the common theme of big data (and which includes hot desks, I.T. training room and meeting rooms). **Portarlington Enterprise Centre on the Laois side of Portarlington provides remote working space for the wider Portarlington catchment.**

Reference Number	Section
MA123	5.x.x

**Insert:**

### **Artisan Foods**

Offaly has a long and strong tradition of producing high quality locally produced foods from cheeses and chocolate to organic beef. There is increasing demand for training, product development and funding for equipment. The area of artisan food is ever expanding and has potential to develop into food trails.

Ferbane Food Campus is a state-of-the-art food product development and training facility, **promoting smart specialisation and clustering of the food sector**. It is the first timeshare production facility of its kind to be developed in the midlands. Its purpose is to give food entrepreneurs the opportunity to use a state-of-the-art kitchen, training facility and incubator units to develop their product without the prohibitive cost of maintaining their own commercial kitchen. It is operated by Ferbane Business and Technology Park Ltd which is a not-for-profit, voluntary group, whose objective is to support the creation of jobs in Ferbane and in the local region by providing infrastructure and supports to encourage business start-ups. Ferbane Food Campus was awarded national winner in the 'Community Business Enterprise Initiatives' category in the annual Pride of Place Awards in 2016.

Reference Number	Section
MA124	5.x.x

**Insert:**

### **Medtech (Medical Technology)**

The synergy that exists between the Midlands Regional Hospital in Tullamore, a teaching/ university hospital, and the medtech sector is emerging as a key economic driver for Tullamore. The Council recognises and supports the strong linkages within the local economy between the hospital and the emerging med-tech sector, in which the hospital provides a springboard for further linkages to existing and new med-tech businesses and research facilities. According to the Irish Medtech Association, the medtech sector in Ireland is recognised as one of the five global emerging hubs.

Reference Number	Section
MA125	5.x.x

**Delete and Insert:**

### **5.5.6 Rhode Green Energy Park**

Whilst Offaly has a long history of energy production related predominantly to the commercial exploitation of peatlands, national environmental policies are dictating the wind down of traditional fossil fuel powered stations and a diversification of our energy production towards green energy such as wind, solar and bioenergy. Offaly County Council recognises the potential economic benefit of a transition from fossil fuel based energy production through to investment in renewable energy, the promotion of the green enterprise sector and the creation of green collar jobs; all components of a local 'smart green economy'.

The Rhode Green Energy Park (GEP) is strategically located on the outskirts of Rhode, just 7 km from the M6 Dublin to Galway motorway. The business park has been established on the site of a former ESB Power Station and occupies approximately 5.3 ha with 13 serviced sites. The area has a strong heritage in energy production ~~and coupled with the strategic location, the park is considered suitable for Green Energy as well as other complementary green uses such as Green Enterprise, Food Processing, Manufacturing, Logistics, Engineering and Research and Development~~ and is already home to a number of consented renewable energy generation proposals and facilities in the shape of wind, solar and flywheel battery storage. With the significant development of the business park infrastructure(s) in place and various energy related infrastructure and prospective developments nearby, Offaly County Council has identified the potential for a Green Energy Park at this location which can be a national exemplar of the transition from a historical dependency on fossil fuels to sustainable energy and energy innovation.



### Strategic Opportunities

Offaly County Council has commissioned RPS Consultants to prepare an 'Opportunity Assessment Report' for Rhode GEP which has identified three strategic opportunity areas;

1. Energy decarbonisation/ innovation hub built around renewable energy, energy storage, hydrogen gas and electricity system integration.
2. Eco-Industrial Park model whereby large-scale energy intensive employment – for example in data centres, agri-food, horticulture, bio-economy – develops around the electricity and heat resources available.
3. Educational/ Innovation/ Centre of Learning for renewables and electricity grid: to improve awareness within the community of how the energy transition is happening, for collaboration with stakeholders across the Midlands Region and to create partnerships with University and Third Level Institutions.

These strategic opportunities offer considerable potential to;

- develop hybrid renewable energy facilities in co-location with industries and enterprise within the Business Park and renewable energy developments in the surrounding rural area; and
- provide mutual benefits and efficiencies for both energy producers and users by sharing outputs and by-products of their processes in a reliable, sustainable and cost competitive fashion and at the same time export renewable energy to the national grid to help transition to a low-carbon and climate resilient society.

## Rhode Green Energy Park – Overview June 2020

**Offaly County Council** is developing the concept for a new **Green Energy Park** at Rhode, County Offaly.

Located on the site of a former peat-fired power station, the existing Rhode Business Park has a strategic location with respect to electricity and gas grids, data connections, and the M6 motorway.

Already a number of energy projects are underway or planned adjacent to the park, including wind energy, solar energy and innovative energy storage systems.

- WIND
- SOLAR
- GEOTHERMAL
- STORAGE
- CONVERSION

**RHODE GREEN ENERGY PARK**

Environment, Community, Innovation, Synergy, Employment

MULLINGAR, ATHLONE, TULLAMORE, DUBLIN

M6

The **Green Energy Park** will form part of the **Just Transition** for County Offaly, by enabling low-carbon energy solutions to be developed. This new economic activity will provide employment opportunities in response to the move away from peat harvesting and combustion.

RPS consultants have been appointed to help advance the concept, in relation to:

- Technical aspects – identifying the energy opportunities and potential synergies.
- Economic potential – identifying job creation opportunities in energy, innovation and training.
- Downstream opportunities – scoping the potential for co-location of new activities benefitting from clean energy supply.
- Strategic aspects – how to shape the concept to deliver a successful outcome.

**Selected stakeholders are now being contacted to help inform the process.**

### Guiding Future Development of the Rhode Green Energy Park

In order to maximise the potential of the Rhode GEP, the following principles should apply to the future planning of the Rhode Green Energy Park, in order to realise its potential.

**Table 5.2: Guiding Principles for the Rhode GEP**

#### **1. Integration/ Interconnectivity of units/ enterprises**

Rather than conceiving each proposal as a stand-alone unit, developers should plan for future integration with other facilities in the park, following an eco-park model. This means interconnection of electricity, a local heat network, and physical connections for transfer of other materials (circular economy co-operation). This translates as a services corridor concept within the park. This can take into account potential for future connection of external services and utilities.

#### **2. Shared Approach – Wastewater, SUDS, offices/meeting room**

A more coherent and efficient park will develop if some aspects are shared; for example, a central sustainable drainage pond will avoid each plot needing its own system, a central wastewater treatment plant is preferable to several smaller units. A shared hub for office space and meeting rooms will help create co-operation and synergy between tenant companies. Offaly County Council can take a lead in this regard.

#### **3. Design Approach/ Coherence**

The attractiveness and coherence of the park will benefit from a specific design guide to inform the approach on individual plots. Accordingly, it is an objective of this Plan to prepare a Design Statement for the Rhode Green Energy Park showing the developers the preferred approach to materials, colours, boundary treatment, signage etc. for individual units and sites in the Park. Until this Design Statement is prepared, developers shall as a minimum comply with the requirements of DMS-73. Individual developments will still have freedom meet their own design requirements but following overarching guidance.

#### **4. Community Integration – Recreation, Connections and Green Infrastructure Provision**

The Park forms part of an informal walking loop popular with the local community. This can be strengthened and expanded, for example with connections to Midland Cycling Destination - Offaly routes in the vicinity, connections to Croghan Hill and connections with potential walking and cycling routes in nearby bogs post rehabilitation. Access to the existing walking loops in the Park should be protected during construction work where possible. It is an objective of this Plan to prepare a Green Infrastructure Masterplan for the Rhode Green Energy Park to advise developers on how to retain and enhance existing green infrastructure and to provide new green infrastructure within and around the Rhode Green Energy Park. Until this Statement is prepared, developers shall as a minimum comply with the requirements contained in DMS-72.

#### **5. Sustainable Design Approach**

As part of the energy transition, the park should be developed as an exemplar of sustainability, using for instance low-carbon materials, encouraging sustainable transport, incorporating biodiversity gain, reducing impacts from lighting, and so on. It is an objective of this Plan for the Council to prepare an Energy Efficiency and Climate Change Adaptation Design Statement for the Park. Until this Statement is prepared, developers shall as a minimum comply with the requirements contained DMS-74 in Chapter 13 of this Plan in this regard. One avenue for developers to consider in this regard is to implement a sustainability standard such as CEEQUAL (for park infrastructure) or a community approach under BREEAM or LEED.

#### **6. Technology/ WiFi zone**

As a landmark, pioneering energy efficient, low carbon centre of industry, the Rhode Green Energy Park would benefit from a Wi-Fi zone to facilitate collaboration spaces in the park and any academic / research ties that the park will develop.

#### **7. Future Expansion/ Phased Growth**

The Council recognises that while the core area of the Rhode GEP provides several opportunities and already has operational energy facilities, some future proposals such as large scale renewable

energy projects or data centres may require larger land banks adjacent to the site or in the general area. In this regard, there exists large tracts of flat peatland and transitional marginal land within the general area of the GEP which may be capable of accommodating such complimentary developments subject to proper planning and environmental considerations and the design ethos and coherence of the park being respected. The layout should be planned to enable future connections to adjacent land. The possible need to expand infrastructure such as the electricity substation and wastewater treatment installation should also be borne in mind.

**Appropriate and Inappropriate Uses within the Rhode Green Energy Park**

Table 5.3 below which is referred to in ENTO-13 outlines appropriate uses that will be considered and inappropriate uses that will not be considered by the Planning Authority within the Rhode GEP. It should be noted that the uses identified appropriate and inappropriate in Objective ENTO-13 relating to the Rhode GEP take precedence over the acceptability or otherwise of uses which apply to ‘Industrial and Warehousing’ as contained in Table 12.1 Land Use Zoning Matrix in Chapter 12 Land Use Zoning Objectives.

**Table 5.3: Appropriate and Inappropriate Uses within the Rhode Green Energy Park**

Uses considered appropriate for the Rhode Green Energy Park	Uses not considered appropriate for the Rhode Green Energy Park
<ol style="list-style-type: none"> <li>1. Low Carbon Peaking Plant</li> <li>2. Hydrogen Electrolyser and Storage</li> <li>3. Data Centre</li> <li>4. Geothermal Heat Pumps</li> <li>5. Steam Reformation Plant</li> <li>6. Anerobic Digestor (Biogas)</li> <li>7. Biofuel Production</li> <li>8. Horticulture/Agrifood (Greenhouses)</li> <li>9. Research and Development</li> <li>10. Other uses which in the opinion of the Planning Authority are in keeping with and complementary to the strategic opportunities outlined in Section 5.5.6.2.</li> </ol>	<ol style="list-style-type: none"> <li>1. Batching plants</li> <li>2. Fuel Depots</li> <li>3. Heavy Vehicle Depots</li> <li>4. Light or heavy industry not related to Green Energy or Green Innovation</li> <li>5. Warehousing not related to Green Energy or Green Innovation</li> <li>6. Logistics</li> <li>7. Abbatoir</li> <li>8. Retail wholesale outlets</li> <li>9. Boarding Kennels</li> <li>10. Mart/Co-operatives</li> <li>11. Scrap yards</li> <li>12. Service Stations</li> <li>13. Veterinary surgeries</li> <li>14. Other uses which in the opinion of the Planning Authority are in not in keeping with and complementary to the strategic opportunities outlined in Section 5.5.6.3.</li> </ol>

**Necessary Infrastructure**

Realising the potential of Rhode GEP will require further development of enabling infrastructure provided directly from developers and from national and European funding programs. Table 5.4 below lists a range of new infrastructure and upgrades to existing infrastructure that will be required in this regard.

**Table 5.4: Future infrastructure requirements to facilitate development of Rhode Green Energy Park**



- Upgrading physical environment of the existing Business Park (roads, footpaths, landscaping)
- R400 road improvements
- Footpaths/ cycleways
- Improved telecommunications (fibre) infrastructure
- Upgrade of capacity at Rhode Wastewater Treatment Plant
- Water supply improvements
- Electricity grid connections and potential expansion of existing substation
- Gas grid connection to the site
- Interconnecting services (heat networks, electricity, gas, water, etc.) between companies operating in and around the Park
- Modern Interface (MI) Wholesale High Quality Access (WHQA) to fibre-optic communication

Reference Number	Section
MA126	5.8

**Insert:**

It is Council policy to promote Tullamore as a suitable location for Foreign Direct Investment.

Reference Number	Section
MA127	5.8

**Insert:**

It is Council policy to build a resilient economic base and promote innovation and entrepreneurship ecosystems that support smart specialisation, cluster development and sustained economic growth.

Reference Number	Section
MA128	5.8

**Insert:**

It is Council policy to support existing successful clusters in Offaly, such as those in Med-Tech, FinTech, ICT, and Engineering and Food and Drinks sectors, and promote new and emerging clustering opportunities across all economic sectors within the County.

Reference Number	Section
MA129	5.8

**Insert:**

It is Council policy to recognise the significant economic and employment benefits of similar enterprises clustering in an area.

Reference Number	Section
MA130	5.8

**Delete and Insert:**

**Towns Key Town – Tullamore**

Reference Number	Section
MA131	5.8

**Insert:**

It is Council policy to promote Tullamore as a key location for economic development supporting the provision of increased employment through the expansion of the existing enterprise ecosystem in the town and smart specialisation and support the provision of physical infrastructure and zoned lands to realise the delivery of strategic employment lands in central accessible locations.

Reference Number	Section
MA132	5.8

**Insert:**

**Self-Sustaining Growth Town – Birr**

Reference Number	Section
MA133	5.8

**Insert:**

It is Council policy to promote Birr as a competitive and attractive location for economic development emphasising Foreign Direct Investment.

Reference Number	Section
MA134	5.8

**Insert:**

It is Council policy to promote and support the development of the lands zoned ‘Business or Technology Park’ in the northern part of the town.

Reference Number	Section
MA135	5.8

**Insert:**

It is Council policy to support economic development and job creation through Birr’s role as a Tourism Destination Town.

Reference Number	Section
MA136	5.8

**Insert:**

### Self-Sustaining Towns – Edenderry, Portarlington

Reference Number	Section
MA137	5.8

**Insert:**

It is Council policy to support the proportionate economic growth of and appropriately designed development in self-sustaining towns that will contribute to their regeneration and renewal.

Reference Number	Section
MA138	5.8

**Insert:**

It is Council policy to promote Self-Sustaining Towns as an employment base for start-up businesses and enterprises.

Reference Number	Section
MA139	5.8

**Insert:**

### Towns – Banagher, Clara

Reference Number	Section
MA140	5.8

**Insert:**

It is Council policy to promote employment and enterprise development in Towns.

Reference Number	Section
MA141	5.8

**Insert:**

### Smaller Towns (Kilcormac, Ferbane, Daingean) and Villages

Reference Number	Section
MA142	5.8

**Insert:**

It is Council policy to support the sustainability of Smaller Towns and Villages, by supporting appropriately scaled economic development and services together with the enhancement of local infrastructure and amenities and improved sustainable transport links.

Reference Number	Section
MA143	5.8

**Delete:**

~~ENTP-27 — It is Council policy to support and promote the development of Rhode Green Energy Park for Green Energy as well as other complementary green uses such as Green Enterprise, Food Processing, Manufacturing, Logistics, Engineering and Research and Development~~

Reference Number	Section
MA144	5.9

**Insert:**

It is an objective of the Council to work alongside IDA to identify appropriately sized land banks and business premises at suitable locations Tullamore in order to attract foreign direct investment.

Reference Number	Section
MA145	5.9

**Insert**

It is an objective of the Council to improve the cluster-specific business environment by putting in place a favourable business ecosystem for innovation and entrepreneurship that supports the development of new industrial value chains and emerging industries.

Reference Number	Section
MA146	5.9

**Insert:**

It is an objective of the Council to support smart specialisation partnerships at a county and regional level.

Reference Number	Section
MA147	5.9

**Delete and Insert:**

~~Towns~~ **Key Town – Tullamore**

Reference Number	Section
MA148	5.9

**Insert:**

### **Self-Sustaining Growth Town – Birr**

Reference Number	Section
MA149	5.9

**Insert:**

### **Self-Sustaining Towns – Edenderry and Portarlington**

Reference Number	Section
MA150	5.9

**Insert:**

### **Blundell Park**

It is an objective of the Council to require that developments within or adjacent to the area of the Blundell Masterplan, Edenderry, 2020 demonstrate adherence to the urban design, place making and connectivity principles for the masterplan area.

### **Towns – Banagher, Clara**

Reference Number	Section
MA151	5.9

**Insert:**

It is an objective of the Council to facilitate new employment and enterprise development in Towns.

Reference Number	Section
MA152	5.9

**Insert:**

### **Smaller Towns (Kilcormac, Ferbane, Daingean) and Villages**

Reference Number	Section
MA153	5.9

**Insert:**

It is an objective of the Council to facilitate appropriately scaled enterprise development and services in Smaller Towns and Villages, together with the enhancement of local infrastructure and amenities and improved sustainable transport links.

Reference Number	Section
MA154	5.9

Insert:

**Rhode Green Energy Park**

Reference Number	Section
MA155	5.9

Insert:

It is an objective of the Council to support and promote the development of Rhode Green Energy Park for green energy, smart specialisation and clustering and other complimentary green uses as outlined as ‘Uses Considered Appropriate for the Rhode Green Energy Park’ in Table 5.3. ‘Uses not considered appropriate for the Rhode Green Energy Park’ as outlined in Table 5.3 will not be encouraged.

Reference Number	Section
MA156	5.9

Insert:

It is an objective of the Council to ensure that proposed developments within the Rhode Green Energy Park adhere to the principles set out in Table 5.2: Guiding Principles for the Rhode Green Energy Park.

Reference Number	Section
MA157	5.9

Insert:

It is an objective of the Council to support and facilitate the infrastructural upgrades and works outlined in Table 5.4 in conjunction with the development of the Rhode Business Park.

Reference Number	Section
MA158	5.9

Insert:

It is an objective of this Plan for the Council to prepare the following;

- a Design Statement showing the developers the preferred approach to materials, colours, boundary treatment, signage etc. in the Rhode Green Energy Park;
- a Green Infrastructure Masterplan for the Rhode Green Energy Park to advise developers of how to retain and enhance existing green infrastructure and to provide new green infrastructure within and around the Rhode Green Energy Park; and
- an Energy Efficiency and Climate Change Adaptation Design Statement for the Rhode Green Energy Park.

Reference Number	Section
MA159	5.10

**Insert:**

It is Council policy to support the regeneration of smaller towns and villages through identification of regeneration projects which could harness untapped assets with community support and wider private and public sector support and investment including the Rural Regeneration and Development Fund.

Reference Number	Section
MA160	5.10

**Insert:**

It is Council policy to proactively encourage the Bord na Móna Peatlands Rehabilitation Scheme (which is to be administered by the Department of the Environment, Climate and Communications (DECC) and regulated by the National Parks and Wildlife Service (NPWS) of the Department of Housing, Local Government and Heritage) to deliver on potential amenity and tourism benefits for example complimenting the delivery of the *Midlands Cycling Destination – Offaly*, where routes pass through the rehabilitated bogs, subject to environmental, biodiversity and hydrological requirements.

Reference Number	Section
MA161	5.10

**Insert:****Industry / Business**

It is Council policy to support rural entrepreneurship and rural enterprise development of an appropriate scale at suitable locations in the County.

Reference Number	Section
MA162	5.11

**Delete and Insert:**

~~RDO~~ prefix for objectives relating to Rural Economic Development

REDO prefix for objectives relating to Rural Economic Development

Reference Number	Section
MA163	5.11

**Insert:**

**RDO-05** It is an objective of the Council to support the longer-term strategic planning for industrial peatland areas, which should include a comprehensive after-use framework plan for the industrial peatlands and associated infrastructure including workshops, office buildings and industrial sites, which addresses environmental, economic and social issues including employment and replacement enterprise reflecting the current transition from employment based around peat extraction. Examples of after use and re-purposing of workshops and production facilities could include outreach training

centres, gravel extraction, bike-hire facilities, enterprise space / co-working facilities, aquaculture, **birch water harvesting**, herb growing, resource management / recycling centre, climate change mitigation (such as through renewable energy, carbon sink, data centres, battery energy storage, afforestation including native woodland, a Green Energy Hub, flood management), and tourism (such as through peatways, recreational forestry, wilderness, eco-tourism based on biodiversity, and a designation of a National Peatlands Heritage Park).

Reference Number	Section
MA164	5.11

**Insert:**

**RDO-08** It is an objective of the Council to consider proposals for the potential re-purposing of both Shannonbridge and Edenderry peat powered electricity generating plants, **and the appropriate rehabilitation of associated lands.**



## 2.6 Chapter 6: Tourism and Recreational Development

Reference Number	Section
MA165	6.4

**Insert:**

Green infrastructure itself can act as a tourist attraction and enhance sense of place. A Green Infrastructure Strategy is set out in Section 4.10 of Chapter 4 Biodiversity and Landscape.

Reference Number	Section
MA166	6.5.2

**Insert:**

It has a science gallery and museum and an astrophysics observing facility known as the Irish Low Frequency Array (I-LOFAR) that connects Ireland to the international LOFAR Telescopes and which is addressed further in Chapter 5 Economic Development **Strategy**.

Reference Number	Section
MA167	6.5.3

**Delete:** photograph



**Figure 6.6 Tullamore D.E.W. Visitor Centre**

Reference Number	Section
MA168	6.5.7

**Delete and Insert:**

Following from this the 'Feasibility Study on the Development of a Major Cycling Destination in the Midlands of Ireland' was published in 2016. Chapter 8 **Sustainable Mobility and Accessibility Transport Strategy** also addresses walking and cycling.

Reference Number	Section
MA169	6.7

**Insert:**

**TRP-06** It is Council policy to support the provision and improvement of visitor facilities, infrastructure (including signage, bicycle stands, service facilities, seating and if necessary parking) and accommodation (including self-catering, hotels, hostels, guesthouses, B&Bs, caravanning, **campervanning**, camping, motorhome service areas and glamping) at appropriate locations, including rural areas in proximity to tourist attractions, in order to expand the visitor experience provided to serve tourist attractions within the county. In so doing, the Council will facilitate increased bed nights supply in accordance with the 2025 targets set out in 'Tourism: An Industry Strategy for Growth to 2025' by The Irish Tourism Industry Federation.

Reference Number	Section
MA170	6.7

**Insert:**

**TRP-18** It is Council policy to support in conjunction with relevant landowners and recreational / tourism agencies, the maintenance of and enhanced access to the countryside, waterways, monuments, historic properties, for recreational and tourism purposes. Access should be planned and managed in a manner that protects environmental sensitivities, ecological corridors and the ability of local infrastructure to support increased tourism. **Where significant effects cannot be ruled out to biodiversity, such as those within riparian zones, floodplains and peatlands, the subject development shall be subject to Ecological Impact Assessment**

Reference Number	Section
MA171	6.7

**Insert:**

**TRP-19** It is Council policy to further investigate the potential of and opportunities for the development of existing and new trails in County Offaly to include a mixture of walking, cycling and driving trails, for the provision of appropriate services along these trails, and for the development of linkages between these trails and key tourism assets both within Offaly and adjoining counties. An example includes Derryounce Experience Lake and Trails and its potential linkage to the People's Park in Portarlinton (**with potential for Portarlinton as a trailhead**) and the wider linkages to the Mount Lucas windfarm. The Council will only support such developments where it is demonstrated that no significant environmental effects would arise as a consequence of their construction or operation.

Reference Number	Section
MA172	6.8

**Insert:**

**Rights of Way**

**TRO-22** It is an objective of the Council to examine the feasibility of identifying and mapping new Public Rights of Way in the recreational and amenity areas of the county in the context of emerging national guidance.

2.7 Chapter 7: Retail and Town Centre Strategy, and Regeneration

Reference Number	Section
MA173	7.1.3

Delete and Insert:

Settlement Typology	Settlement
Key Town	Tullamore
Self –Sustaining Growth Town	Birr
Self-Sustaining Towns	Edenderry, Portarlinton
Towns	Clara, <del>Ferbane</del> , Banagher, <del>Daingean, Kilcormac</del>
Rural (Smaller Towns, Villages, Sráids and Open Countryside)	<del>Daingean, Ferbane, Kilcormac</del> , Ballinagar, Ballycumber, Belmont, Bracknagh, Cloghan, Clonbullogue, Cloneygowan, Coolderry, Geashill, Killeigh, Kinnitty, Moneygall, Mountbolus, Mucklagh, Pollagh / Lemanaghan, <del>Rahan</del> , Rhode, Riverstown, Shannon Harbour, Shannonbridge, Shinrone, Walsh Island, the Sráids and open countryside.

Reference Number	Section
MA174	7.1.3

Delete:

<p><b>Towns</b></p> <p><i>(Clara, <del>Ferbane</del>, <del>Daingean</del>, <del>Kilcormac</del>, and <del>Banagher</del>)</i></p>	<p>Additional convenience and comparison floorspace shall be encouraged where:</p> <ul style="list-style-type: none"> <li>• It is needed to support levels of population growth commensurate with the settlement hierarchy;</li> <li>• Gaps are identified in local provision; and</li> <li>• There would not be a material and unacceptable adverse impact on the vitality and viability of the existing town centre.</li> </ul> <p>Comparison retail development shall not be considered where it proposes to attract a larger catchment such that it would be likely to affect the integrity of the retail hierarchy.</p> <p>There shall generally be a presumption against the development of retail parks accommodating retail warehousing in these towns.</p>
---	---

**Insert:**

<p><b>Rural</b></p> <p><i>(Smaller Towns, Villages, Sráids, and open countryside)</i></p>	<p><b>Smaller Towns and Villages</b> shall maintain the role in the provision of retail services to their local population catchments. New small scale retail developments shall be supported where they meet the needs of the local population (including the rural catchments that they serve), subject to normal planning considerations including sequential approach and adherence to the retail hierarchy of the county. There shall be a clear presumption against edge-of-centre and out-of-centre locations in <b>smaller towns and villages</b>. The development of vacant/derelict or underutilised land or buildings is a key priority in <b>smaller towns and villages</b> to encourage the most efficient use of land and to promote the renewal, regeneration and consolidation of <b>smaller towns and village centres</b>.</p>
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Reference Number	Section
MA175	7.1.3

**Insert:**

**Core Retail Areas**

Volume 2 of the Development Plan provides for settlement plans for all settlement areas within Offaly (except where a separate Local Area Plan exists). The core retail area of each settlement area has been delineated to identify clearly that part of a town centre which is primarily devoted to shopping as distinct from the wider town or village centre / mixed use zoning objective. **Core retail areas contain the primary retail streets of a centre where the main concentration of retail activity takes place.** Identifying and delineating core retail areas allows a focused approach for retailing and town / village centre action initiatives as well as the proper application of the sequential approach to retail development.

Reference Number	Section
MA176	7.2.4

**Delete and Insert:**

Be consistent with Section 28 Ministerial Guidelines for example Sustainable Development in Urban Area Guidelines, Design Manual for Urban Roads and Streets, Sustainable Urban Housing Design Standards for New Apartments, ~~and~~ Urban Development and Building Heights – **Guidelines for Planning Authorities, Spatial Planning and National Roads Guidelines, Traffic and Transport Guidelines** and any other future relevant Guidelines, and in particular specific planning policy requirements;

Reference Number	Section
MA177	7.3

**Delete and Insert:**

**RTCP-06** It is Council policy to encourage retail development, including new forms of shopping which relates to the regeneration of existing town and village centres. Proposals, which would undermine the vitality and viability of ~~retail-core~~ **core retail** areas or town centres, as a whole shall not be permitted.

Reference Number	Section
MA178	7.3

**Insert:**

It is Council policy that there will be a general presumption against large out-of-town retail centres in particular those located adjacent or close to existing, new or planned national roads/motorways.

Reference Number	Section
MA179	7.6

**Insert:**

**RO-07** It is an objective of the Council as per the Urban Regeneration and Housing Act 2015 (as amended), to use site activation measures such as the Vacant Site Levy in specific areas to bring forward vacant or underutilised 'Residential Lands' and 'Regeneration Lands' (which includes Opportunity Sites) into beneficial use where considered necessary for renewal and regeneration. Each year of the plan period the planning authority will assess the county's settlements for the purposes of identifying vacant sites for addition to the Vacant Site's Register and accordingly implement the statutory provisions for same.

## 2.8 Chapter 8: Sustainable Transport Strategy

Reference Number	Section
MA180	Chapter 8

### Delete and Insert:

Chapter 8: Sustainable ~~Mobility and Accessibility~~ Transport Strategy

Reference Number	Section
MA181	8.2

### Insert:

National Mitigation Plan 2017 (or subsequent editions)

Reference Number	Section
MA182	8.2

Insert: (please see MA185 for context)

The Treatment of Transition Zones to Towns and Villages on National Roads by Transport Infrastructure Ireland.

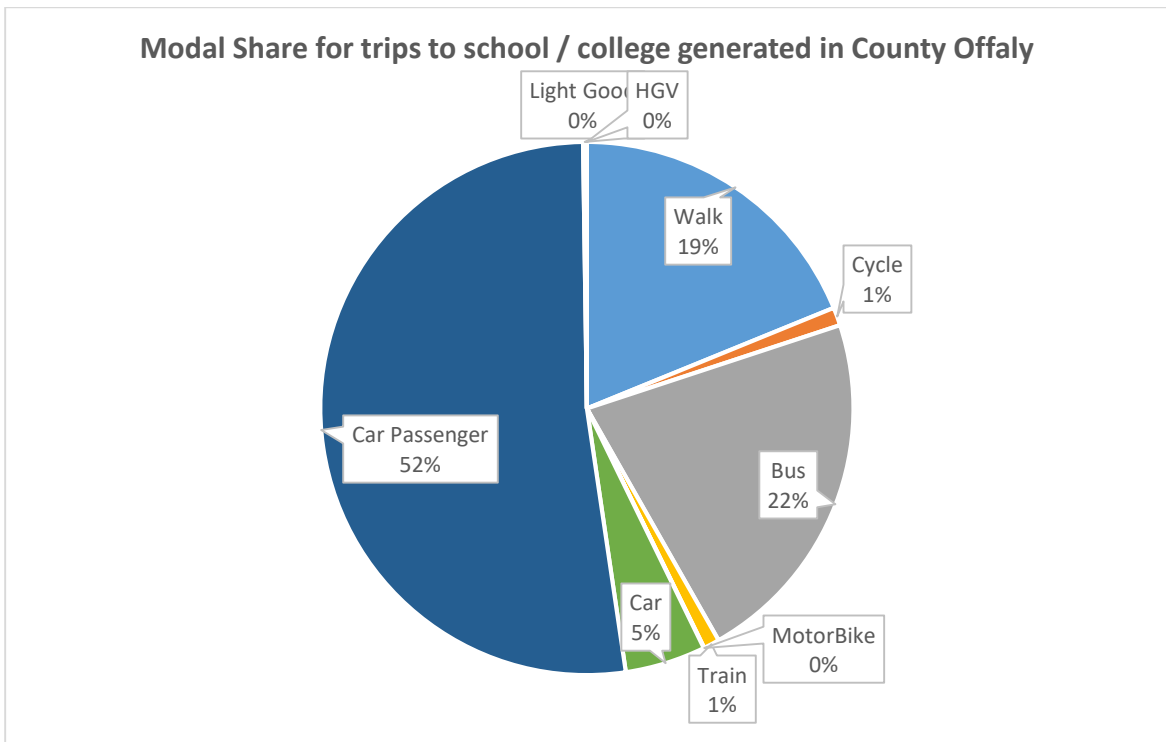
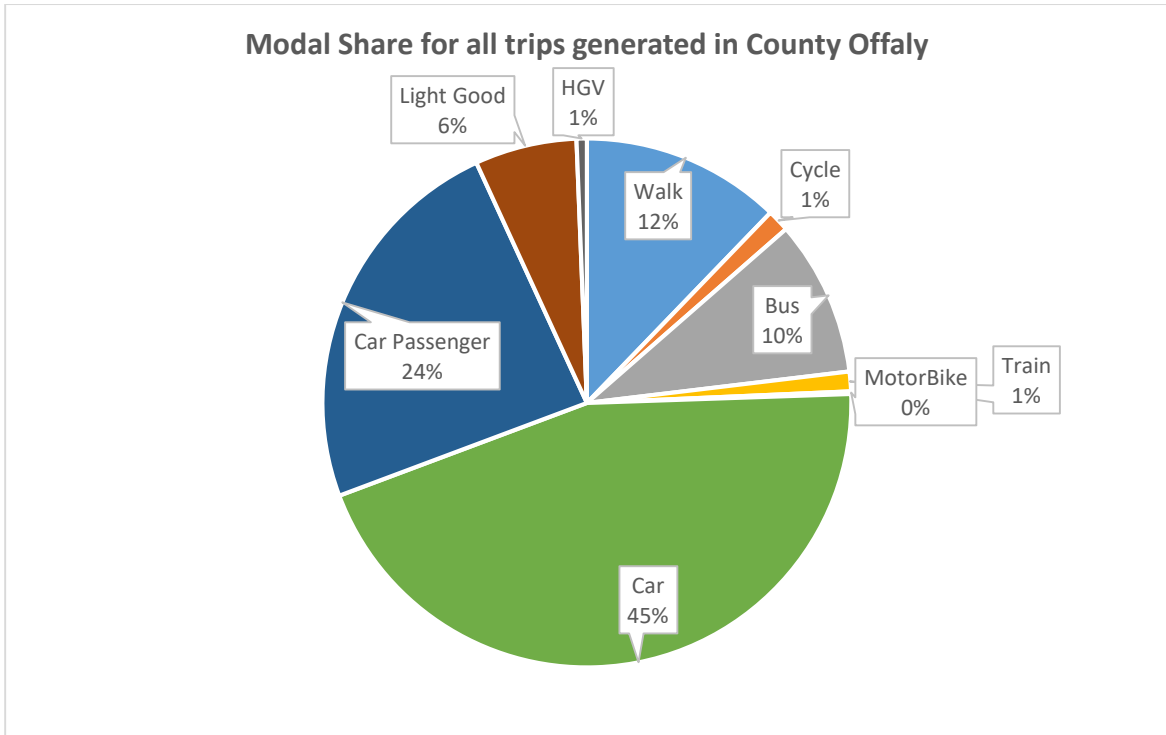
Reference Number	Section
MA183	8.X (new subsection)

### Insert:

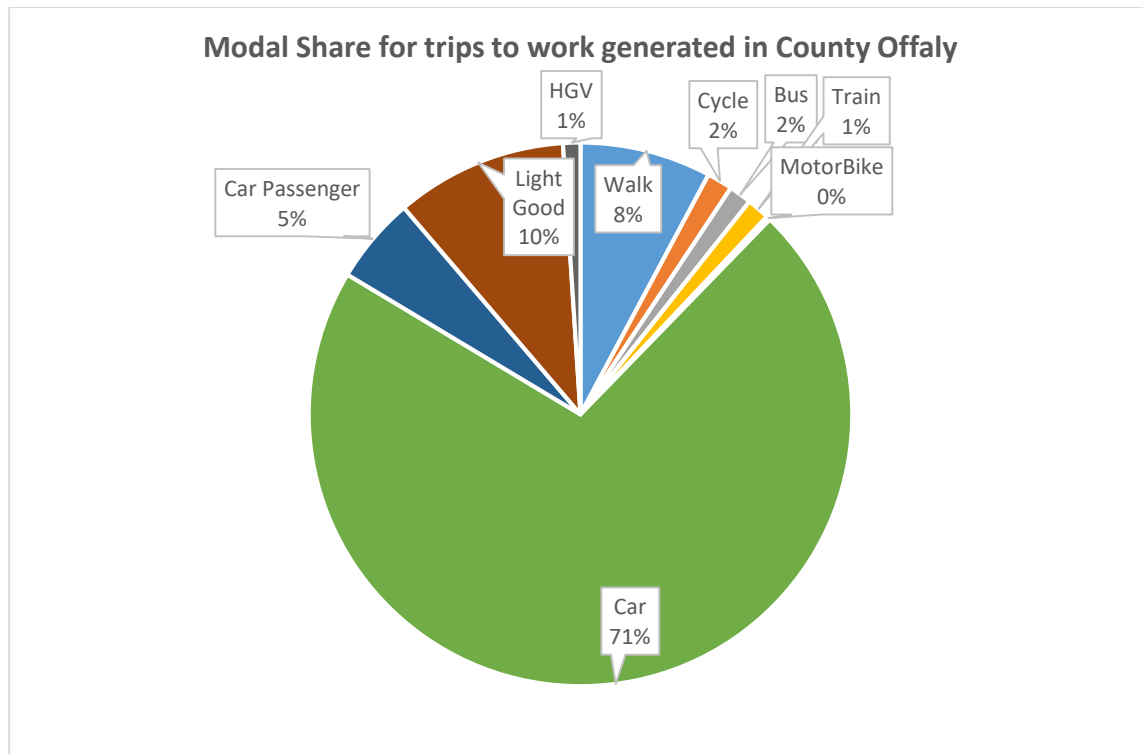
## Modal Share

A summary of the travel patterns by all (only students and workers combined), students and workers in the County in 2016 is as follows based on the charts below.

- The car is the most popular mode of transport for students and workers combined with 69% of all trips made by car / car passenger (45% and 24% respectively)
- 57% of students are travelling to school by car / car passenger (5% and 52% respectively);
- The car is the dominant mode of transport for workers with 76% travelling to work by car / car passengers (71% and 5% respectively);
- There are a high proportion of students utilising available bus services at 22%;
- There are fewer workers travelling by bus (2%) than there are car sharing (5%);
- Travelling by train is low at 1% for each category namely students and workers;
- Only 1% trips made by students are by cycling. The figure is 2% for workers.







This data confirms and highlights the challenges facing the County with regard to promoting a modal shift away from the car. This Plan will strive to reduce the reliance on the private car by promoting and facilitating more sustainable modes of transport and supporting development in locations that would reduce the need to travel.

Appendix A of this Plan includes a list of policies, objectives and standards within many chapters of the Plan that strive to encourage a higher proportion of modal share for sustainable modes of travel such as walking, cycling, bus and rail.

Each town plan includes graphs depicting its baseline modal share figures with accompanying objectives tailored to its specific needs in an attempt to improve sustainable modal share.

Reference Number	Section
MA184	8.4.2

**Insert:**

The Iarnród Éireann Strategy 2027 aligns Iarnród Éireann with the National Development Plan 2018-2027 and retains the objective for Dual Tracking between Athlone and Portarlinton, albeit it is pushed out to the 2040 timeline as a long-term strategic objective.

Reference Number	Section
MA185	8.5

**Insert:**

The Design Manual for Urban Roads and Streets as published jointly by the Department of Transport, Tourism and Sport and the Department of the Environment, Community and Local Government in March 2013, and updated in 2019, outlines practical design measures to encourage more sustainable travel patterns in urban areas and best practice in the design of street networks and individual streets. The Manual sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets, incorporating good planning and design practice. **The complementary publication *The Treatment of Transition Zones to Towns and Villages on National Roads by Transport Infrastructure Ireland* should be consulted also in this regard.**

Reference Number	Section
MA186	8.5

**Delete:**

To ensure that past and future public investment in road improvements is not diminished in whole or in part and to ensure the safety and free flow of traffic, future development requiring direct access onto National Secondary routes will be restricted and assessed against the provisions of **Table 4.2 of the Spatial Planning and National Roads - Guidance for Planning Authorities** issued by the DoECLG in January 2012.

Reference Number	Section
MA187	8.5.4

**Insert:**

The following Corridor and Route Selection Process will be undertaken for relevant new infrastructure, **however this would not apply to national road schemes which are progressed in accordance with statutory processes and TII publications, including various TII Planning Guidelines for Assessment of Environmental Impacts under headings such as “Constraints Study”, “Route Corridor Selection” and “Environmental Impact Assessment:**

Reference Number	Section
MA188	8.7

**Insert:**

**SMAP-03** It is Council policy to promote the transition to a low carbon integrated transport system by firstly reducing the need for travel through the use of design solutions and innovative approaches with regards to the Design Manual for Urban Roads and Streets **and the complementary publication *The Treatment of Transition Zones to Towns and Villages on National Roads by Transport Infrastructure Ireland***, and subsequently to shift to environmentally sustainable modes of transport.

Reference Number	Section
MA189	8.7

**Insert:**

It is Council Policy to continue to work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking, cycling) with public transport.

Reference Number	Section
MA190	8.7

**Insert:**

**SMAP-04** It is Council policy to promote the integration of landuse and transport planning to:

- (i) Ensure a sustainable, safe, coherent, efficient, and effective approach to transport provision for development in County Offaly;
- (ii) Support permeability, **accessibility** and connectivity in settlements (both in terms of new development and retrofitting into existing built-up areas);
- (iii) Strive to continue decreasing the distance between housing and employment;
- (iv) Reduce energy demand in response to the likelihood of increases in energy and other costs due to long-term decline in non-renewable resources;
- (v) Reduce anthropogenic greenhouse house emissions; and
- (vi) Address the necessity of adaptation to climate change

In particular, having regard to location, layout and design of new developments.

Reference Number	Section
MA191	8.7

**Insert:**

**SMAP-05** It is Council policy that larger-scale, trip intensive developments, such as high employee dense offices and retail, should in the first instance be focused into central urban locations and developed in a sequential manner **and may be subject to Mobility Management / Travel Planning.**

Reference Number	Section
MA192	8.7

**Insert:**

It is Council policy that all proposed major employment developments and schools shall be subject to Travel Plans in a manner consistent with National Transport Authority Guidance.

Reference Number	Section
MA193	8.7

**Insert:**

**SMAP-06** It is Council policy to promote more compact development forms that reduce overall demand for **private** transport and **private** transport infrastructure and support proposals that encourage modal shift towards sustainable travel modes.

Reference Number	Section
MA194	8.7

**Insert:**

It is Council policy to allow for the reduction in car parking standards in suitable town centre locations in order to encourage a modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking.

Reference Number	Section
MA195	8.7

**Insert:**

It is Council policy to support and develop public transport routes throughout the county through collaboration with the National Transport Authority and other relevant statutory bodies.

Reference Number	Section
MA196	8.7

**Insert:**

**SMAP-15** It is Council policy to support and facilitate the operation **and improvement** of existing bus services **and connections**, and to facilitate the provisions of improved facilities and services for bus users in towns and villages including the provision of set down areas for coaches and bus shelters at all bus stops where feasible.

Reference Number	Section
MA197	8.8

**Insert:**

**SMAP-16** It is Council policy to support the Local Link Rural Transport Programme 2018-2022 in County Offaly and subsequent programmes **which provides for social and economic connectivity between settlements and rural areas**.

Reference Number	Section
MA198	8.7

**Delete and Insert:**

**SMAP-17** It is Council policy to be supportive of exploring opportunities for the provision of cycle lanes along the N80, preferably off road cycle tracks separated from vehicular traffic where feasible, subject to ~~meeting~~ **adhering to road safety standards and complying with** Transport Infrastructure Ireland's ~~Guidelines~~ **Publications, safeguarding the strategic function of the N80** and the undertaking of a safety audit.

Relocate the above policy to under the sub-heading 'walking / cycling' in the policy section of Chapter 8.

Reference Number	Section
MA199	8.7

**Insert:**

**SMAP-20** It is Council policy to maintain and protect the safety, strategic transport function, capacity and efficiency of national roads, **motorways** and associated junctions **and in accordance with Strategic Planning and National Roads Guidelines 2012 or any subsequent edition.**

Reference Number	Section
MA200	8.7

**Insert:**

**SMAP-21** It is Council policy that development(s) requiring a new direct access or an intensification of an existing access onto a National Secondary road, or onto a privately owned road leading onto a National Secondary road where a speed limit greater than ~~50~~ **60** km/ph applies will be ~~restricted~~ **avoided** in accordance with the provisions of Spatial Planning and National Roads Guidelines for Planning Authorities, January 2012. Exceptional circumstances may be considered where the development is of national and regional strategic importance, **is plan-led** and complies with the criteria set out in the Spatial Planning and National Roads Guidelines in this regard.

Reference Number	Section
MA201	8.7

**Insert:**

**It is Council policy that development at national road interchanges or junctions shall be carried out in accordance with the procedure set out in section 2.7 of the Ministerial Guidelines Spatial Planning and National Roads Guidelines 2012 or subsequent edition.**

Reference Number	Section
MA202	8.7

**Insert:**

**It is Council policy that the capacity and efficiency of the road network drainage regimes in County Offaly will be safeguarded for road drainage purposes.**

Reference Number	Section
MA203	8.7

**Delete and Insert:**

**SMAP-26** It is Council policy to support the provision of a green international trade and distribution zone based on international air connectivity ~~an airport~~ within the county or the midlands where it would contribute towards the proper planning and sustainable development of the county, ~~and~~ comply with all environmental legislation, ~~and~~ policies and objectives contained within this Plan and would be consistent with higher level planning documents, including the National Planning Framework and the Eastern and Midland Regional Spatial and Economic Strategy.

Reference Number	Section
MA204	8.8

**Insert:**

**SMAO-02** It is an objective of the Council to prepare a Local Transport Plan in accordance with 'Area Based Transport Assessment Guidance' by TII and NTA, for the Key Town of Tullamore in conjunction with the National Transport Authority and in tandem with the Local Area Plan, and to consider the preparation of Local Transport Plans for other towns that are subject to Local Area Plans, namely Birr, Edenderry and Portarlinton subject to the provision of funding and agreement with statutory agencies.

Reference Number	Section
MA205	8.8

**Insert:**

It is an objective of the Council to specify baseline figures and targets for modal share in new / varied Local Area Plans in order to encourage a modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking.

Reference Number	Section
MA206	8.8

**Insert:**

It is an objective of the Council to set modal share targets within the county in cooperation with NTA, CARO, EMRA and other relevant stakeholders and in accordance with any relevant Guidelines that may come into effect.

Reference Number	Section
MA207	8.8

**Delete and Insert:**

**SMAPO-06** It is an objective of the Council to collaborate with Bord na Móna and Coillte in the development of the 'Major Cycling Destination in the Midlands of Ireland – Feasibility Study 2016' and to pursue the development of greenway links to adjoining counties.

Reference Number	Section
MA208	8.8

**Delete and Insert:**

**SMAO-09** It is an objective of the Council to facilitate the development of the national secondary road network in Offaly through the continued construction, upgrading and improvement of the national secondary roads in the county, the N62, the N52 and the N80 where on examination it is found to be feasible, including as outlined in the accompanying table:

**N52:** To support the construction of a road between Tullamore and Kilbeggan (Link Road) **in accordance with National Development Plan investment** objectives taking into account environmental sensitivities as identified in the SEA Environmental Report and the policies and objectives of the County Development Plan relating to sustainable mobility. Where feasibility is established, the Council will seek to pursue and / or facilitate the relevant project, subject to other provisions in the Plan, **and subject to compliance with requirements of various TII Planning Guidelines for Assessment of Environmental Impacts under headings such as "Constraints Study", "Route Corridor Selection" and "Environmental Impact Assessment" including section 8.5.4 Corridor and Route Selection Process.**

Reference Number	Section
MA209	8.8

**Insert:**

**SMAO-14** It is an objective of the Council to examine the feasibility of providing future relief / **distributor** roads adjacent to / **within** the following towns and villages, taking into account environmental sensitivities as identified in the SEA Environmental Report and the policies and objectives of the County Development Plan relating to sustainable mobility. Where feasibility is established, the Council will seek to pursue and / or facilitate the relevant project, subject to other provisions in the Plan, including section 8.5.4 Corridor and Route Selection Process. Where lines are shown on the maps in Volume 2, they are indicative only.

Reference Number	Section
MA210	8.8

**Insert:**

**It is an objective of the Council to protect the study area, route corridor options and thereafter the preferred route corridor selected for the national road schemes being progressed in the Development Plan in accordance with National Development Plan Objectives and to prohibit development that could prejudice their future delivery.**

## 2.9 Chapter 9: Social Inclusion, Community and Cultural Development

Reference Number	Section
MA211	9.1

**Insert:**

### Local Context

- Offaly Local Economic and Community Plan, 2016-2021
- Offaly Social Inclusion and Community Activation Programme 2018-2022
- Age Friendly Strategy for Offaly 2018-2021
- Healthy Offaly Plan 2018-2020
- Offaly County Council and Offaly Local Development Company's Joint Playground Policy 2009-2013
- Offaly Sports Partnership Strategic Plan 2016-2020
- Offaly Culture and Creative Strategy 2018-2022
- Connecting People, Connecting Places; A Strategy for Walking and Cycling, 2015
- Offaly Anti-Social Behaviour Strategy 2015
- Offaly Heritage Plan 2017-2022
- County Offaly Arts Strategy 2018-2022
- Offaly Culture and Creativity Strategy 2018 to 2022
- Draft Offaly County Library Development Plan 2018 to 2022
- **Offaly County Council Accessibility Project 2020**

Reference Number	Section
MA212	9.9

**Insert:**

The Council will support the establishment of co-working hubs as either standalone facilities themselves or ancillary to public buildings, libraries and community centres in our towns and villages as appropriate. Chapter 5 Economic Development **Strategy** addresses remote working and co-working hubs further.

Reference Number	Section
MA213	9.27

**Insert:**

**It is Council policy to support 'Offaly County Council Accessibility Project 2020, (and any updated editions) and any key recommendations in relation to the physical environment.**



## 2.10 Chapter 10: Built Heritage

Reference Number	Section
MA214	10.2

### Insert:

In the preparation of this chapter of the Plan, regard has been had to the following:

- National Monuments Acts (as amended);
- Heritage Ireland 2030;
- Planning and Development Act, 2000 (as amended);
- Project Ireland 2040, National Planning Framework;
- The National Development Plan 2018-2027;
- Eastern and Midland Regional Spatial and Economic Strategy 2019-31;
- The Architectural Heritage (National Inventory) Act 1999;
- National Inventory of Architectural Heritage;
- Architectural Heritage Protection – Guidelines for Planning Authorities, 2013;
- Convention for the Protection of the Architectural Heritage of Europe (Granada, 1985);
- Convention for the Protection of the Architectural Heritage of Europe (Valletta, 1992);
- Realising our Rural Potential, Action Plan for Rural Development 2017;
- Culture 2025 – A Framework Policy to 2025, DAHRRGA, 2016;
- The Survey of Thatched Buildings in County Offaly, 2018;
- Bridges of Offaly County: An Industrial Heritage Review, November 2005;
- Mills of County Offaly: An Industrial Heritage Survey, May 2009;
- Waterways Ireland Heritage Plan 2016-2020.
- **Climate Change Sectoral Adaptation Plan for Built and Archaeological Heritage (2019).**

Reference Number	Section
MA215	10.10

### Delete and Insert:

~~Our archaeological heritage includes structures, constructions, groups of buildings, developed sites, underwater sites, moveable objects and monuments of other kinds, as well as their context, whether situated on land or under water.~~ Our Archaeological Heritage can include:

- National Monuments in the ownership/guardianship of the State or Local Authority
- Archaeological and Architectural monuments/sites in the Record of Monuments and Places (RMP)
- Monuments in the Register of Historic Monuments
- Zones of Archaeological Potential in Historic Towns
- Underwater Archaeological Heritage, including Historic Wrecks
- Previously unknown and unrecorded archaeological sites (including subsurface elements with no visible surface remains, both terrestrial and underwater)
- Potential sites located in the vicinity of large complexes of site or monuments
- Existing or former wetlands, unenclosed land, rivers or lakes
- Objects or artefacts of known or potential archaeological significance, including into the modern period and recent past (e.g. post-medieval archaeology).

Reference Number	Section
MA216	10.11

**Insert:**

It is Council policy to preserve, protect and, where necessary, enhance mass rocks and holy wells.

Reference Number	Section
MA217	10.11

**Delete and Insert:**

**BHP-39** It is Council policy to ~~support, as appropriate,~~ ensure the protection and preservation of underwater and terrestrial archaeological sites, both known and potential in riverine or lacustrine locations including wrecks such as the remains of bridges.

Reference Number	Section
MA218	10.11

**Insert:**

It is Council policy to require archaeological assessment, including underwater archaeological assessment where relevant, for such developments that due to their location, size or nature may have implications for archaeological heritage. Such developments include those that are located at or close to an archaeological monument or site, those that are extensive in terms of area (0.5 hectare or more) or length (1 kilometre or more and developments that require an Environmental Impact Statement.

Reference Number	Section
MA220	10.11

**Insert:**

**Historic Military Fortifications and Castle Sites**

It is Council policy to support and promote the protection and appropriate management of historic military fortifications and castle sites in the county

## 2.11 Chapter 11: Water Services and Environment

Reference Number	Section
MA221	11.2

### Delete:

- Irish Water’s Capital Investment Plan 2020-2024** ~~(awaiting determination by the Commission for Regulation of Utilities, expected in 2020)~~ which outlines the indicative priorities and investments in water services infrastructure over the plan period. This Plan aims to deliver improvements in drinking water quality, leakage, wastewater compliance, business efficiencies and customer service.

Reference Number	Section
MA222	11.4

### Delete:

**WSO-03** It is an objective of the Council to co-operate with Irish Water in the delivery of the Eastern and Midlands Water Supply Project and to ensure the maximum benefit from this project to County Offaly, in particular with respect to economic development potential and security of supply. ~~to Tullamore~~

Reference Number	Section
MA223	11.5.2

### Insert:

#### Hazardous Waste

Hazardous waste is generated by every sector of society and is for the most part managed by authorised operators. The Council will have regard to the Environmental Protection Agency’s National Hazardous Waste Management Plan 2014-2020, and subsequent plans, which takes into account progress that has been made since the previous plan and the waste policy and legislative changes that have also occurred and includes an objective regarding self-sufficiency in managing hazardous waste.

Reference Number	Section
MA224	11.6

### Insert:

**ENVP-03** It is Council policy to support the implementation of the Water Framework Directive, the River Basin Management Plan and the Local Authority Waters Programme in achieving and maintaining at least good environmental status for all water bodies in the county. **Development proposals shall not have an unacceptable impact on the water environment, including surface waters, groundwater quality and quantity, river corridors and associated woodlands.**

Reference Number	Section
MA225	11.6

**Insert:**

It is Council policy that in assessing applications for developments, that consideration is had to the impact on the quality of surface waters having regard to targets and measures set out in the River Basin Management Plan, and any subsequent local or regional plans.

Reference Number	Section
MA226	11.6

**Insert:**

It is Council policy that noise sensitive development proposals located within proximity to a noise source, such as an existing or proposed national road, should include noise attenuation measures.

Reference Number	Section
MA227	11.6

**Insert:**

**Hazardous Waste**

It is Council policy to ensure that hazardous waste is addressed through an integrated approach of prevention, collection, and recycling and encourage the development of industry-led producer responsibility schemes for key waste streams.

Reference Number	Section
MA228	11.7

**Insert:**

**ENVO-06** It is an objective of the Council to use statutory powers to prohibit the illegal deposit and disposal and collection of waste materials, refuse and litter, and to authorise and regulate, waste disposal within the county in an environmentally sustainable manner.

2.12 Chapter 12: Land Use Zoning Objectives

Reference Number	Section
MA229	Table 12.1

**Insert:**

Caravan Park / **Campervan Park** / Camp Site/ Glamping (Tourism)

### 2.13 Chapter 13: Development Management Standards

Reference Number	Section
MA230	13.2.4

**Insert:**

The Design Manual for Urban Roads and Streets (DMURS) was jointly published by the Department of Environment Community and Local Government and the Department of Transport, Tourism and Sport in 2013 (updated 2019). DMURS provides guidance relating to the design of urban roads and streets, with the overall aim of making urban areas safer through a shift in dominance from motor vehicles to pedestrians. **These Guidelines apply to all developments which impact on urban roads and streets within the 60kph zone or less. The complementary publication The Treatment of Transition Zones to Towns and Villages on National Roads by Transport Infrastructure Ireland should be consulted also in this regard.**

Reference Number	Section
MA231	13.2.6

**Delete and Insert:**

The ‘Retail Design Manual’ (2012) ~~and~~ ‘Design Manual for Urban Roads and Streets’ (2013, updated in 2019) and the **complementary publication The Treatment of Transition Zones to Towns and Villages on National Roads by Transport Infrastructure Ireland** also provide comprehensive guidance in relation to enhancing the public realm.

Reference Number	Section
MA232	13.9.1

**Delete and Insert:**

<b>DMS-02 Density</b>	<p>The appropriate residential density of a site shall be determined with reference to;</p> <ul style="list-style-type: none"> <li>• Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities (2009) and the accompanying Urban Design Manual (2009);</li> <li>• Sustainable Urban Housing: Design Standards for New Apartments <del>2018</del> 2020;</li> <li>• Urban Development and Building Heights Guidelines 2018;</li> <li>• <del>Recommended maximum</del> Densities per settlement tier as shown in Table 2.2 Core Strategy Table in Chapter 2 of this Plan; and</li> <li>• the prevailing scale and pattern of development in the area.</li> </ul>
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Reference Number	Section
MA233	13.9.1

Insert:

<b>DMS-03 Layout</b>	<p>The layout of a new residential development shall be designed to achieve the following;</p> <ul style="list-style-type: none"> <li>• A strong sense of identity and a sense of place;</li> <li>• Permeable layouts, with multiple connections to adjoining sites/estates for pedestrians and cyclists;</li> <li>• A good sense of enclosure;</li> <li>• Active frontage and supervised spaces;</li> <li>• Due regard to Design Manual for Urban Roads and Streets, (2013 as updated in 2019 and the complementary publication <i>The Treatment of Transition Zones to Towns and Villages on National Roads by Transport Infrastructure Ireland</i>) in relation to the design and use of urban roads and streets; and</li> <li>• High quality green infrastructure provision and linkages.</li> </ul>
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Reference Number	Section
MA234	13.9.1

Insert:

<b>DMS-04 Design of Streets</b>	<p>Applications for residential development shall ensure adherence to the design criteria set out in the:</p> <ul style="list-style-type: none"> <li>• Design Manual for Urban Roads and Streets (2013 as updated in 2019) and the complementary publication <i>The Treatment of Transition Zones to Towns and Villages on National Roads by Transport Infrastructure Ireland</i> which provide guidance in relation to the integrated design of roads and streets with a speed limit of 60 km per hour or less in towns and villages, and present a series of principles, approaches and standards that are necessary to create safe and successful residential streets as places; and</li> <li>• Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government’s Permeability Best Practice Guide (2015), which deals with permeability, connectivity and legibility.</li> </ul>
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Reference Number	Section
MA235	13.9.1

**Insert:**

<p><b>DMS-07 Statement</b></p>	<p><b>Design</b></p> <p>A detailed design statement shall be prepared by professionals with expertise in areas such as architecture, urban design, landscape architecture and sustainable travel for residential developments in excess of 10 residential units in urban areas. The design statement shall:</p> <ul style="list-style-type: none"> <li>• Explain the design principles and design concept. Demonstrate how the twelve urban design criteria as per the Urban Design Manual - A Best Practice Guide (2009) have been taken into account when designing schemes in urban areas. Each of the twelve criteria is of equal importance and has to be considered in an integrated manner;</li> <li>• Outline how the development meets the Development Plan Objectives, and the objectives of any Local Area Plan or masterplan affecting the site;</li> <li>• Include photographs of the site and its surroundings. Include other illustrations such as photomontages, perspectives, sketches;</li> <li>• Ensure the scale of the proposed development is reflective of the settlement tier and character of the existing built environment;</li> <li>• Show consideration of retaining and integrating existing important natural and man-made features;</li> <li>• Outline detailed proposals for open space and ensure the provision of open space is designed in from the earliest stage of scheme layout design;</li> <li>• Outline a detailed high quality open space and landscape design plan including specifications, prepared by suitably qualified professionals;</li> <li>• Outline how Green Infrastructure integrates into the scheme; and</li> <li>• Show how the proposed development complies with the Design Manual for Urban Roads and Streets (DMURs), 2013 (as updated in 2019) and the complementary publication <i>The Treatment of Transition Zones to Towns and Villages on National Roads by Transport Infrastructure Ireland</i> in relation to street network, movement and place, permeability and legibility.</li> </ul>
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Reference Number	Section
MA236	13.9.1

**Delete and Insert:**

<b>DMS-08 Apartments</b>	<p>Applications for apartment developments will be assessed having regard to the qualitative and quantitative standards contained within the Sustainable Urban Housing: Design Standards for New Apartments: Guidelines for Planning Authorities (<del>2015 and 2018</del> 2020), Quality Housing for Sustainable Communities (2007) and Sustainable Residential Development in Urban Areas (2009) or any subsequent revisions thereafter in these Guidelines, in relation to:</p> <ul style="list-style-type: none"> <li>• Location;</li> <li>• Appropriate mix;</li> <li>• Floor areas and room widths;</li> <li>• Dual aspect;</li> <li>• Floor to ceiling height;</li> <li>• Lift/stair access;</li> <li>• Storage provision (for general, refuse and bulky items);</li> <li>• Private and communal amenity space and playgrounds;</li> <li>• Security;</li> <li>• Communal facilities;</li> <li>• Car and bicycle parking; and</li> <li>• Adaptability.</li> </ul> <p>The design of new apartments should encourage a wider demographic profile which actively includes families with and without children, professionals and older people in both independent and assisted living settings.</p> <p>All applications should contain a Schedule of how the proposed apartments comply with the minimum required floor areas and standards contained in Appendix 1 of Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (<del>2018</del> 2020).</p> <p>The following Specific Planning Policy Requirements from Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (<del>2018</del> 2020) shall be adhered to for apartment developments;</p>
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<p><b>SPPR 1:</b> Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms.</p> <p><b>SPPR 2:</b> For all building refurbishment schemes on sites of any size, or urban infill schemes on sites of up to 0.25ha:</p> <ul style="list-style-type: none"> <li>• Where up to 9 residential units are proposed, notwithstanding SPPR 1, there shall be no restriction on dwelling mix, provided no more than 50% of the development (i.e. up to 4 units) comprises studio-type units;</li> <li>• Where between 10 to 49 residential units are proposed, the flexible dwelling mix provision for the first 9 units may be carried forward and the parameters set out in SPPR 1, shall apply from the 10th residential unit to the 49th;</li> <li>• For schemes of 50 or more units, SPPR 1 shall apply to the entire development.</li> </ul> <p><b>SPPR 3:</b> Minimum Apartment Floor Areas:</p> <ul style="list-style-type: none"> <li>• Studio apartment (1 person) 37 m<sup>2</sup></li> <li>• 1-bedroom apartment (2 persons) 45 m<sup>2</sup></li> <li>• 2-bedroom apartment (4 persons) 73 m<sup>2</sup></li> <li>• 3-bedroom apartment (5 persons) 90 m<sup>2</sup></li> </ul> <p><b>SPPR 4:</b> In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:</p> <ul style="list-style-type: none"> <li>• A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate;</li> <li>• In suburban or intermediate locations, it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme;</li> <li>• For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.</li> </ul> <p><b>SPPR 5:</b> Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where</p>
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	<p>necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.</p> <p><b>SPPR 6:</b> A maximum of 12 apartments per floor per stair/lift core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha , subject to overall design quality and compliance with building regulations.</p>
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Reference Number	Section
MA237	13.9.1

**Insert:**

<p><b>DMS-09 Heights</b></p>	<p><b>Building</b></p>	<p>On sites deemed suitable for consideration of taller buildings as set out in Chapter 7 of this Plan, planning applications shall include the following;</p> <ul style="list-style-type: none"> <li>• A masterplan and urban design statement prepared by professionals with expertise in areas such as architecture, urban design, building conservation, landscape architecture and sustainable travel/movement which provides for the highest standards of architectural quality, urban design and place making;</li> <li>• Confirmation that the minimum densities set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled Sustainable Residential Development in Urban Areas (2009) or any amending or replacement Guidelines have been achieved;</li> <li>• A significant mix of building heights and typologies, avoiding mono-type building typologies, particularly, but not exclusively;</li> <li>• An appropriate mixtures of uses, such as residential and retail, commercial, employment or community;</li> <li>• Visual impact assessment, including photomontages showing the proposal in all significant views affected; near, middle and distant, including the public realm and the streets around the base of the building. This will require methodical, verifiable 360-degree view analysis. The appearance of the building should be accurately rendered in a range of weather and light conditions including night-time views. Where there are concurrent proposals for other tall buildings, the potential cumulative effect of these should be addressed by the visual impact assessment;</li> <li>• In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential</li> </ul>
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	<p>interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision;</p> <ul style="list-style-type: none"> <li>• An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links;</li> <li>• An assessment that the proposal maintains safe air navigation;</li> <li>• Daylight and shadow projection diagrams; and</li> <li>• Relevant environmental assessment requirements, including EIA, AA and Ecological Impact Assessment, as appropriate.</li> <li>• <b>Address Section 3.2 Development Management Criteria of the Urban Development and Building Heights Guidelines for Planning Authorities, December 2018.</b></li> </ul>
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Reference Number	Section
MA238	13.9.1

**Delete and Insert:**

<p><b>DMS-19 Private Open Space Minimum Standards for Apartments</b></p>	<p>The following minimum standards from Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (<del>2018</del> 2020) (or any subsequent revisions to these Guidelines thereafter) shall apply;</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Unit Type:</th> <th style="text-align: right;"><i>Minimum Requirement:</i></th> </tr> </thead> <tbody> <tr> <td>Studio</td> <td style="text-align: right;">4 m<sup>2</sup></td> </tr> <tr> <td>One bedroom</td> <td style="text-align: right;">5 m<sup>2</sup></td> </tr> <tr> <td>Two bedrooms (3 person)</td> <td style="text-align: right;">6 m<sup>2</sup></td> </tr> <tr> <td>Two bedrooms (4 person)</td> <td style="text-align: right;">7 m<sup>2</sup></td> </tr> <tr> <td>Three bedrooms</td> <td style="text-align: right;">9 m<sup>2</sup></td> </tr> </tbody> </table>	Unit Type:	<i>Minimum Requirement:</i>	Studio	4 m <sup>2</sup>	One bedroom	5 m <sup>2</sup>	Two bedrooms (3 person)	6 m <sup>2</sup>	Two bedrooms (4 person)	7 m <sup>2</sup>	Three bedrooms	9 m <sup>2</sup>
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Two bedrooms (4 person)	7 m <sup>2</sup>												
Three bedrooms	9 m <sup>2</sup>												

Reference Number	Section
MA239	13.9.1

**Insert:**

<p><b>DMS-25 Riparian Zones</b></p>	<p>A <b>minimum</b> 10 metre riparian buffer strip either side of all watercourses (measured from top of bank) shall be preserved free of development, <b>with the full extent of the protection zone to be determined on a case by case basis by the Council, based on site specific characteristics and sensitivities. In all cases,</b> adequate width to permit access for river maintenance shall be provided.</p>
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Reference Number	Section
MA240	13.9.1

**Delete and Insert:**

<b>DMS-26 Bat and Swift Surveys/Mitigation</b>	Planning applications for renovations, redevelopment or demolition of old buildings in town and village centres shall include a survey of existing numbers of swifts and swift/nests. <del>and</del> Where swifts are shown to be present, <del>location and details of proposed swift boxes</del> specific mitigation measures during and after construction shall be proposed.
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Reference Number	Section
MA241	13.9.5

**Insert:**

<b>DMS-61 Motor Fuel Stations and Service Areas</b>	<p>Development proposals will be required to demonstrate that noise, traffic, visual obtrusion, fumes and smells will not detract unduly from the amenities of the area and in particular from sensitive land uses such as residential development.</p> <p>Motor fuel stations should be of high quality design and integrate with the surrounding built environment. In urban centres, where the development would be likely to have a significant impact on the historic or architectural character of the area, the use of standard corporate designs and signage may not be acceptable.</p> <p>Forecourt lighting, including canopy lighting, should be contained within the site and should not interfere with the amenities of the area.</p> <p>The forecourt shop should be designed so as to be accessible by foot and bicycle, with adequate access for delivery vehicles. The safety aspects of circulation and parking within the station forecourt should be fully considered. Retailing activities should be confined to the shop floor area, except in the case of sales of domestic fuel, where some external storage may be permissible.</p> <p>The sale of retail goods from motor fuel stations should be restricted to convenience goods and only permitted as an ancillary small-scale facility. The net floor space of a fuel station shop shall not exceed 100 m<sup>2</sup>. Where permission is sought for a retail floor space in excess of 100 m<sup>2</sup>, the sequential approach to retail development shall apply.</p> <p>Workshops for minor servicing (for example, tyre changing, puncture repairs, oil changing) may be permitted in circumstances where they would not adversely impact the operation of the primary petrol station use and local amenities, particularly with regard to proximity to dwellings or adjoining residential areas.</p> <p>Motor fuel stations and service areas located on the National Road network will be assessed with regard to the Spatial Planning and National Roads</p>
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	<p>Guidelines for Planning Authorities DoECLG, 2012 and NRA Service Area Policy 2014.</p> <p>The hours of operation of shops ancillary to service stations and the use of wall/window/door hatches for shop sales shall be controlled, having regard to the following;</p> <ul style="list-style-type: none"> <li>• The effects of noise, general disturbance, hours of operation, litter and fumes on the amenities of nearby residents; and</li> <li>• The need to safeguard the vitality and viability of convenience shopping areas in town centres and to maintain a suitable mix of retail uses.</li> </ul> <p>Car wash facilities will require a specific wastewater design proposal along with petrol interceptors and a discharge licence.</p>
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Reference Number	Section
MA242	13.9.5

**Insert:**

<p><b>DMS-62 Commercial Development in the Open Countryside and Sráids</b></p>	<p>In assessing applications for commercial development in the open countryside and Sráids, the Council will have regard to the following:</p> <ul style="list-style-type: none"> <li>• The nature of the proposed use to be carried out, the hours of operation and the number of employees;</li> <li>• The effects on the amenities of adjoining properties;</li> <li>• The level of traffic generated by the proposed development; and</li> <li>• The generation, storage and collection of waste; and</li> <li>• <b>The siting, layout and design should respect and enhance the rural setting and provide for satisfactory measures to assist integration into the landscape.</b></li> </ul> <p>This list is not exhaustive and the Council may consider other requirements contained in the chapter on a case by case basis with planning applications should the need arise.</p>
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Reference Number	Section
MA243	13.9.6

**Delete and Insert:**

<p><b>DMS-72 New Business and Technology Parks and Strategic Employment Zones and Rhode Green Energy Park</b></p>	<p>Planning applications for new Business and Technology Parks and Strategic Employment Zones shall be brought forward in the context of a masterplan for the subject lands. The masterplan shall be consistent with the policies and objectives of the County Development Plan and shall include the following:</p> <ul style="list-style-type: none"> <li>• A Design Statement that ensures a strong visual presence for the park via high quality design and siting of buildings and which has regard to the sites location and neighbouring uses;</li> <li>• A comprehensive landscaping and boundary treatment plan for the overall site, with particular attention placed on boundaries facing public realm and roads;</li> <li>• A Green Infrastructure Plan which:             <ul style="list-style-type: none"> <li>➢ Retains and enhances where possible existing wetland habitat, hedgerow, woodlands, meadows and habitats of species protected under European legislation and National Wildlife Acts;</li> <li>➢ Creates new green infrastructure assets such as public open space, green roofs, green walls, tree planting and natural pollination zones;</li> <li>➢ Increases and improves ecological corridor connectivity and pedestrian and cycle path linkages with existing green infrastructure assets in the area. Where a large site adjoins a green corridor, a public open space or an area of high ecological value, any new public open space on the site should be contiguous to same to encourage visual continuity and expansion of biodiversity which can assist in expanding the green infrastructure network; and</li> <li>➢ Incorporates Sustainable Urban Drainage Systems (SuDS) such as ponds, bio-retention areas, detention basins, infiltration basins, filter strips, wetlands, swales and rain gardens.</li> </ul> </li> </ul> <p>In addition, the following details shall be submitted with any planning application for new Business and Technology Parks and Strategic Employment Zones;</p> <ul style="list-style-type: none"> <li>• Full details of the proposed uses(s), including industrial processes (where applicable) and hours of operation;</li> <li>• Details of suitable access arrangements, internal roads layout, including details of footpaths, turning areas and loading bays.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Permeability and pedestrian and/ or cyclist friendly environments with the overall site in accordance the NTA’s Permeability Best Practice Guide (2015);</li> <li>• Traffic Assessment as detailed in DMS-105;</li> <li>• Vehicle and cycle parking provision in accordance which DMS-99 and DMS-102, in a discreet, landscaped and well-screened environment with a view to minimising its visual impact, particularly when viewed from approach roads;</li> <li>• A Green Roof covering a minimum of 60% of the roof area shall be provided for roof areas greater than 300 m<sup>2</sup> unless a suite of complimentary or alternative “soft” SuDS measures as detailed above are proposed. A proposal that relies solely on attenuation storage systems and/ or permeable paving as an alternative to the provision of a Green Roof will not be acceptable). The minimum soil thickness shall be 2 to 4cm for a Moss/Sedum type of Extensive Green Roof and 10 to 15 cm for a grassed type of Extensive Green Roof.</li> </ul> <p>Provision for future access to adjoining third party lands will be required where significant areas of land are being developed.</p> <p>This list is not exhaustive and the Council may consider other requirements contained in the chapter on a case by case basis with planning applications should the need arise.</p>
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Reference Number	Section
MA244	13.9.6

**Delete and Insert:**

<p><b>DMS-73 Individual units in Business and Technology Parks <del>and</del> Strategic Employment Zones and Rhode Green Energy Park)</b></p>	<p>The design and siting of individual units in Business and Technology Parks and Strategic Employment Zones shall comply with the principles of any Design Statement prepared as part as part of the masterplan for the overall site. In general,</p> <ul style="list-style-type: none"> <li>• Individual buildings should exhibit a high quality contemporary design and finish, within an agreed scheme;</li> <li>• Car and bicycle parking shall be provided in a discreet, landscaped and well-screened environment with a view to minimising its visual impact, particularly when viewed from approach roads; and</li> <li>• The building line on all principle road frontages should generally be not less than 15 metres from the road and there should be a minimum planted strip of a width of 5 metres on all principle road frontages.</li> </ul>
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Reference Number	Section
MA245	13.9.6

**Delete and Insert:**

<p><b>DMS-74 Energy Efficiency and Climate Change Adaptation Design Statement (Industrial, Warehousing, Business and Rhode Green Energy Park &gt;1,000 m<sup>2</sup>).</b></p>	<p>Development proposals for Industrial, Warehousing, Business and Technology Park developments in excess of 1,000 m<sup>2</sup> of commercial floor space should be accompanied by an Energy Efficiency and Climate Change Adaptation Design Statement.</p> <p>The statement should detail how any on-site demolition, construction and long-term management of the development will be catered for and how energy and climate change adaptation considerations have been inherently addressed in the design and planning of the scheme.</p> <p>Such developments shall have regard to;</p> <ul style="list-style-type: none"> <li>• the requirements of the current Building Regulations Part L – Conservation of Fuel and Energy (2008 and 2011), and any other supplementary or superseding Regulations or guidance documents.</li> <li>• the DECLG guidance document ‘Towards nearly Zero Energy Buildings in Ireland - Planning for 2020 and Beyond’, which promotes the increase of near Zero Energy Buildings (nZEB).</li> </ul> <p>New development proposals shall show energy efficiency is achieved through siting, layout, design and incorporate best practice in energy technologies, conservation and smart technology.</p> <p>The author of an Energy Efficiency and Climate Change Adaptation Design Statement should be appropriately qualified or competent and shall provide details of their qualifications and experience along with the statement.</p>
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Reference Number	Section
MA246	13.9.9

**Delete and Insert:**

<p><b>DMS-86 National Routes</b></p>	<p>Applications for advertisement structures along national routes outside 50 kph speed limits will generally not be permitted except for tourist attractions of national or regional importance. <del>All such signage will require the written consent of Transport Infrastructure Ireland (TII), where appropriate.</del> Applications for advertisement structures shall comply with the “Policy on the Provision of Tourist and Leisure Signage on National Roads” published by the National Roads Authority (or any such other relevant standards and legislation that may be enacted), <del>and</del> Traffic Signs Manual published by Dept. of Transport <b>and Section 3.8 of the Spatial Planning and National Roads Guidelines.</b></p> <p>All lettering, logos and symbols are subject to the approval of Offaly County Council. In general, the use of the standard brown background and white lettering will be preferred.</p>
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Reference Number	Section
MA247	13.9.11

**Delete and Insert:**

<p><b>DMS-97 Safe Sight Distances required for access onto National, Regional and Local Roads</b></p>	<p>The following safe sight distances, shall be provided from vehicular entrances on the road network;</p> <ul style="list-style-type: none"> <li>• Local Tertiary Roads: 60 metres;</li> <li>• Local Secondary Roads: 90 metres;</li> <li>• Local Primary Roads: 120 metres;</li> <li>• Regional Roads: 150 metres; and</li> <li>• National Roads: 230 metres.</li> </ul> <p>As set out by <del>the NRA Design Manual for Roads and Bridges as updated design standards detailed in TII publications</del>, sight distances shall be measured from a point 2.4 metres from the road edge at the proposed access to a point at the near edge of the approaching carriageway. The standard for local roads is at the discretion of the Planning Authority and may be reduced where it would not give rise to a specific traffic hazard.</p>
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Reference Number	Section
MA248	13.9.11

**Delete and Insert:**

<p><b>DMS-99 Cycle Parking Standards</b></p>	<p><b>Type of Development</b></p>	<p><b>Cycle Parking Standard</b></p>
	<p>Apartment</p>	<p><del>1 stand per unit and 1 visitor stand per 2 units</del>  <b>1 space per bedroom, one for a studio. 1 visitor space per 2 apartments.</b></p>
	<p>Offices/Professional Services</p>	<p>10% of employee numbers or one space per 10 car spaces, whichever is greatest</p>
	<p>Retail Convenience and Comparison</p>	<p>1 stand per 100 m<sup>2</sup> publically accessible floor area</p>
<p>Rail Stations</p>	<p>2.5% of daily boarders at station subject to a minimum of 10 stands</p>	

	Schools	Towns – 20% of pupil registration, or minimum of 20 places, whichever is the greater  Villages, Sráids and open countryside - 10% of pupil registration numbers, or minimum of 10 places, whichever is the greater
	Business and Technology Park	1 space per 200 m <sup>2</sup> floor area
	Industry/Manufacturing	1 stand per 400 m <sup>2</sup> floor area
	Warehousing	1 stand per 400 m <sup>2</sup> floor area
	Data Centre	1 stand per 800 m <sup>2</sup> floor area
	Conference Centre, Theatre	1 stand per 25 seats
	Hospital	1 stand per 5 no staff and 1 stand per 20 beds
	Primary/Health Care Centre, Clinic, Surgery	1 stand per 5 staff and 0.5 stands per consultancy room
	Church, places of public worship	1 stand per 20 seats
	Community Centre, Library, Museum	1 space per 100 m <sup>2</sup>
	Multi storey car park	1 stand per 20 parking spaces

Reference Number	Section
MA249	13.9.11

**Delete and Insert:**

<b>DMS-100 Cycle Parking Dimensions</b>	<p>Cycle stand dimensions shall be 2.0 metres x 1.0 metres and shall be placed at least 1.0 metres apart to provide access for all users and types of bike.</p> <p><del>All A minimum of 50% of short-term cycle parking and all long-term</del> cycle parking to be provided shall be sheltered for retail, other commercial, and enterprise and employment uses.</p>
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	<p>In residential developments without private gardens or wholly dependent on balconies for private open space, covered secure bicycle stands should be provided in private communal areas.</p> <p>It may be a requirement to provide showers, changing facilities, lockers and clothes drying facilities, for use by staff that walk or cycle to work. CCTV cameras or passive surveillance of car parks and cycle parks may be required for personal safety and security considerations.</p> <p>All cycle facilities in multi-storey car parks shall be at ground floor level and completely segregated from vehicular traffic. Cyclists should also have designated entry and exit routes at the car park and with minimum headroom of 2.4m to facilitate access by cyclists.</p> <p>Within larger new developments cycle routes shall link to the existing cycle network where possible and maintain a high degree of permeability through developments. Cycle Audits may be required in such developments.</p>
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Reference Number	Section
MA250	13.9.11

**Delete and Insert:**

<b>DMS-101</b>	<b>Car Parking Dimensions</b>	<p>Car parking bay: 5 metres x 2.5 metres;</p> <p>Car parking bay (<del>disabled</del> disability / <del>accessible</del> user space): 5 metres x 3.75 metres;</p> <p>Loading bay: 6 metres x 3 metres;</p> <p>Circulation aisles: 6 metres wide.</p>
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Reference Number	Section
MA251	13.9.11

**Delete and Insert:**

<b>DMS-102</b>	<b>Car Parking Standards Requirements</b>	<b>Land Use</b>	<b>Maximum Car Parking Provision Spaces Stated Requirement</b>
		House (outside town centre)	2 spaces per unit
		House (town and village centre location)	<del>1 space per unit in Birr and Tullamore town centres. 1.5 spaces per unit in all other town and village centres.</del> 1 space per unit in town and village centres unless the Planning Authority is satisfied that DMS-103 applies.

Apartment	1 space per unit + 1 visitor space per 4 apartments in suburban locations, towns and villages.	
Housing for Older People	1 space per unit	
Hotel/Guesthouse	1 space per bedroom plus 1 space per 25 m <sup>2</sup> gross floor area of function room/bar/restaurant/ meeting room space	
Hostel	1 space per 5 bedrooms	
Nursing Home/retirement village/sheltered accommodation	1 space per 4 beds	
Caravan/Camping site	1 space per pitch	
Convenience (including retail within motor fuel stations)	1 space per 20 m <sup>2</sup> gross floor area	
Comparison	1 space per 30 m <sup>2</sup> gross floor area	
Retail Warehousing	1 space per 30 m <sup>2</sup> publically accessible floor area	
Showrooms	1 space per 100 m <sup>2</sup> gross floor area	
Cash and Carry	1 space per 50 m <sup>2</sup> gross floor area	
Garden Centre	1 space per 50 m <sup>2</sup> publically accessible floor area	
Non-retail service outlet (for example, hairdressers, beauticians, bookmakers)	3 spaces per 100 m <sup>2</sup> gross floor area	
Bank/Financial Institution	1 space per 20 m <sup>2</sup> gross floor area	

Lounge/Bar	1 space per 25 m <sup>2</sup> gross floor area
Restaurant/Café/Takeaway	1 space per 30 m <sup>2</sup> gross floor area
Function Room, Club	1 space per 25 m <sup>2</sup> gross floor area
Industry/Manufacturing	1 space per 50 m <sup>2</sup> gross floor area
Warehousing	1 space per 200 m <sup>2</sup> gross floor space
Offices/professional services	1 space per 20 m <sup>2</sup> gross floor space
Data Centre	1 space per 400 m <sup>2</sup> gross floor space
Conference Centre	1 space per 4 seats
Crèche/Childcare	1 space per 4 children plus 1 space per employee
Schools	2 spaces per classroom
Third Level	1 space per 2 staff and 1 per 15 students
Hospital	1.5 spaces per bed
Primary Care Centre, Clinic, Surgery and Group Medical Practices	1 space per staff and 3 spaces per consulting room
Libraries	1 space per 30 m <sup>2</sup>
Theatre, Cinema	1 space per 4 seats
Leisure Centre	1 space per 25 m <sup>2</sup>
Church or other place of worship	1 space per 5 seats

	Funeral Home	1 space per 20 m <sup>2</sup>
	Stadium	1 space per 10 seats and 1 coach space per 500 spectators
	Playing Fields	15 spaces per pitch, plus a set down parking and coach parking to be decided on a case by case basis
	Sports club, gymnasium, fitness centre, swimming pool, tennis club	1 space per 25 m <sup>2</sup> gross floor area
	Community Centre	1 space per 25 m <sup>2</sup> gross floor area
<p><del>Offaly County Council may in lieu of shortfall of car parking spaces require the payment of a financial contribution under the Offaly County Council contribution scheme effective on the date of the grant of permission.</del></p> <p>A minimum of 5% of car parking spaces shall be accessible spaces.</p>		

Reference Number	Section
MA252	13.9.11

**Delete and Insert:**

<b>DMS-103 Car Free Developments</b>	<p><del>In very limited circumstances,</del> The Council <del>may</del> <b>will also</b> consider the development of car-free developments on suitable small-scale sites within or adjacent to town centres which have high levels of public transport accessibility, have convenient and safe access to local shops and community facilities.</p>
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Reference Number	Section
MA253	13.9.11

**Delet and Insert:**

<b>DMS-105 Traffic and Transport Assessments and Road Safety Audits</b>	<p>Developers will be required to provide a detailed Transport and Traffic Assessment (TTA), as carried out by competent professionals in this field, where new developments will have a significant effect on travel demand and the capacity of surrounding transport links in accordance with the thresholds set out in <b>Tables 2.1, 2.2 and 2.3</b> of Traffic and Transport Assessment Guidelines (Transport Infrastructure Ireland, 2014).</p>
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	<p>When preparing the TTA’s regard should be had to the provision of the;</p> <ul style="list-style-type: none"> <li>• Traffic and Transport Assessment Guidelines (2014);</li> <li>• <del>Design Manual for Roads and Bridges (NRA, 2011)</del> Design standards detailed in TII publications; and</li> <li>• Traffic Management Guidelines (Dublin Transportation Office and Department of Transport, 2019).</li> </ul> <p>Where a Transport and Traffic Assessment identifies necessary on and off-site improvements for the development to be able to proceed, the developer will be expected to fund the improvements by entering into a formal agreement with the Council.</p> <p>A Road Safety Audit shall be required for significant developments in accordance with the Road Safety Audit Guidelines (TII Publication).</p>
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Reference Number	Section
MA254	13.9.11

Insert:

<b>DMS-106 Flood Risk Assessments</b>	<p><b>Site-Specific Flood Risk Assessments</b></p> <p>The detail of these site-specific FRAs will depend on the level of risk and scale of development but it is advised that The Planning System and Flood Risk Management, Guidelines for Planning Authorities (DEHLG and OPW, 2009) (or any superseding document) and available information from CFRAM Studies, including existing and emerging CFRAMS mapping (including National Indicative Fluvial mapping) and the most up to date CFRAM Programme climate scenario mapping shall be consulted with to this effect. A detailed site-specific FRA should quantify the risks, the effects of selected mitigation and the management of any residual risks. The assessments shall consider and provide information on the implications of climate change with regard to flood risk in relevant locations.</p>
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Reference Number	Section
MA255	13.9.12

Insert:

<b>DMS-108 Peatlands</b>	<p>In the consideration of development on or adjacent to peatland areas, the following guiding principles should apply:</p> <ul style="list-style-type: none"> <li>• Consideration of the potential contribution of peatlands to climate change mitigation and adaptation including renewable energy production;</li> </ul>
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	<ul style="list-style-type: none"> <li>• Consideration of habitats and species of environmental significance;</li> <li>• Consideration of the potential contribution of peatlands to an existing or proposed greenway / blueway / peatway network;</li> <li>• Consideration of the ecosystem services and tourism potential provided by peatlands;</li> <li>• Development of peatlands shall ensure that there are no negative impacts on water quality and hydrology;</li> <li>• <b>consideration of existing and future rehabilitation measures including enhanced rehabilitation measures (i.e. drain blocking and rewetting)</b></li> <li>• Consideration of peatland stability;</li> <li>• Achieving of a carbon emissions balance; and</li> <li>• Incorporation of fire mitigation measures such as fire breaks or ensuring access points and routes are suitable for travel by emergency services.</li> </ul>
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Reference Number	Section
MA256	13.9.13

**Delete and Insert:**

<b>DMS-109</b>	<b>Wind</b>	<p>When assessing planning applications for wind energy developments the Council will have regard to;</p> <ul style="list-style-type: none"> <li>• the Wind Energy Development Guidelines for Planning Authorities, DoEHLG, (2006) and any amendments to the Guidelines which may be made; and</li> <li>• the Wind Energy Strategy Designations Map from the County Wind Energy Strategy showing areas identified as ‘Areas Open for Consideration for Wind Energy Developments’ and ‘Areas not deemed suitable for Wind Energy Developments’, and specific policy for wind development in these areas as outlined in Section 8 of the County Wind Energy Strategy;</li> <li>• <del>2 km separation distance from turbines to town and village boundaries in the county as required by policy CAEP-35 of this Plan.</del></li> </ul> <p>In addition to the above, the following local considerations will be taken into account by the Council in relation to any planning application;</p> <ul style="list-style-type: none"> <li>• Impact on the visual amenities of the area;</li> <li>• Impact on the residential amenities of the area;</li> </ul>
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	<ul style="list-style-type: none"> <li>• Scale and layout of the project, any cumulative effects due to other projects and the extent to which the impacts are visible across the local landscape;</li> <li>• Visual impact of the proposal with respect to protected views, scenic routes and designated scenic landscapes <b>and proposed Wilderness Areas as detailed in Chapter 4 of this Plan;</b></li> <li>• Impact on nature conservation, ecology, soil, hydrology, groundwater, archaeology, built heritage and public rights of way;</li> <li>• Impact on ground conditions and geology;</li> <li>• Consideration of falling distance plus an additional flashover distance from wind turbines to overhead transmission lines;</li> <li>• Impact of development on the road network in the area;</li> <li>• <b>Impact of the development on radio observatories and broadcast communications in the area;</b> and</li> <li>• Impact on human health in relation to noise disturbance (including consistency with the World Health Organisations 2018 Environmental Noise Guidelines for the European Region), shadow flicker and air quality.</li> </ul> <p>This list is not exhaustive and the Council may consider other requirements contained in the chapter on a case by case basis with planning applications should the need arise. <b>Where impacts are predicted to arise as a result of the development proposed, suitably detailed mitigation measures shall be proposed.</b></p>
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Reference Number	Section
MA257	13.9.13

**Insert:**

<b>DMS-110 Farms</b>	<b>Solar</b>	<p>The Council will consider the following factors in assessing a planning application for a solar farm;</p> <ul style="list-style-type: none"> <li>• The reuse of previously developed land such as brownfield land, contaminated land or industrial land and non-productive agricultural land in preference to productive agricultural land;</li> <li>• The proximity of the proposal to the electricity infrastructure such as substations and indicative proposals to connect to existing or proposed grid connections;</li> <li>• The effect of glint and glare on landscapes, traffic and aircraft safety;</li> </ul>
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	<ul style="list-style-type: none"> <li>• The extent to which there may be additional impacts if solar arrays follow the daily movement of the sun;</li> <li>• The need for, and impact of, security measures such as lights and fencing;</li> <li>• The visual impact of a proposal on heritage assets, designated sites and key views and prospects identified in Chapter 4 of the Plan;</li> <li>• The potential impact on the ecological characteristics and features of the site and its sensitivity to the proposed changes arising from the construction, operation and decommissioning stages of a development. On a proposed site where a significant level of ecological impact is predicted an Ecological Management Plan may be used to mitigate against the predicted impact and/or a Natura Impact Statement if applicable;</li> <li>• The potential to mitigate landscape and visual impacts through appropriate siting, design and screening with native hedges;</li> <li>• The cumulative impact of the proposal with other ground mounted solar panels and wind turbines in the area;</li> <li>• An appraisal of the existing roads infrastructure and the potential impact of the proposed development, including traffic numbers and movements during the construction, operation and decommissioning phases of the proposal should be carried out. Evidence of appropriate sight lines at the entrance to the development from public roads shall also be provided;</li> <li>• Adequate drainage, surface water run-off and flooding mitigation. Where access tracks need to be provided, permeable tracks should be used, and localised SUDs, such as swales and infiltration trenches should be used to control any run off. Sites should be selected and configured to avoid the need to impact on existing drainage systems and watercourses. Culverting existing watercourses/drainage ditches should be avoided unless it is demonstrated that no reasonable alternatives exist and where necessary only temporarily for the construction period. The preparation of an outline Construction Environmental Management Plan setting out key environmental management controls for all phases of the development minimising impacts on existing drainage systems and watercourses may be required.</li> <li>• <b>Impact of the development on radio observatories and broadcast communications in the area.</b></li> </ul> <p><b>This list is not exhaustive and the Council may consider other requirements contained in the chapter on a case by case basis with planning applications should the need arise. Where impacts are predicted to arise as a result of the</b></p>
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	development proposed, suitably detailed mitigation measures shall be proposed.
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## 2.14 Chapter 14: Implementation and Monitoring

Reference Number	Section
MA258	Chapter 14

**Insert:**

### Chapter 14: Implementation and Monitoring

The Council is fully committed to securing and monitoring the implementation of the strategies, policies and objectives of this Plan. The Council will continue to occupy a leadership role to progress and secure the Plan policies and objectives to achieve the sustainable development of the county. The successful implementation of a significant number of the policies and objectives of this Development Plan will necessitate on-going collaboration and a sense of good-will across a range of agencies and stakeholders. The implementation of this Plan will depend also on the economic climate, political support, Council funding and the availability of funding from other sources.

The Planning Department of the Council is the main section responsible for monitoring and implementing the Plan, mainly through the development management function. However, it is important to note that this Plan coordinates the work and objectives of other key departments within Offaly County Council, such as Local Economic Office (LEO), Environment and Water Services, Roads, Housing, Tourism, Regeneration, and Local Community Development. In some cases, the body responsible for the implementation of certain Plan objectives may be external, such as Irish Water, National Parks and Wildlife Service, Waterways Ireland, Transport Infrastructure Ireland, and the Environmental Protection Agency.

The Planning and Development (Amendment) Act 2018 established the legal basis for the Office of the Planning Regulator and outlines its role and functions, which include the assessment of all local authority forward planning programmes. It operates an independent monitoring role, advising Government on implementation of local authority statutory planning processes.

Under the provisions of Section 15 of the Planning and Development Act 2000 (as amended), the Council has a statutory obligation to secure the implementation of the objectives of the Plan and to prepare a progress report on achieving the objectives not more than 2 years after the making of this Plan.

Under Section 22A (2) of the Planning and Development Act 2000 (as amended), each Local Authority within the Regional Assembly is required, every 2 years, to prepare and submit a report to the Assembly setting out progress made in supporting objectives, relevant to that authority, of the Strategy.

As far as practicable, every effort has been made to formulate objectives that are specific, measurable, achievable and realistic.

Some sources of funding that will help in achieving the delivery of objectives within the Plan include;

- Public Private Partnerships
- Urban Regeneration and Development Fund
- Rural Regeneration and Development Fund

- Town and Village Renewal Funding
- Active Travel Funding
- Climate Action Fund
- Disruptive Technologies Fund
- Development Contributions
- Private – The developer of lands can privately finance the delivery of infrastructure.
- Irish Water Capital Investment Plan funding, Smarter Travel funding by the National Transport Authority, Transport Infrastructure Ireland funding, Town and Village Renewal Funding, Active Travel funding and Government Department funding
- EU LIFE Programme funding
- Draft Prioritised Action Framework for Ireland 2021-2027 funding
- Common Agricultural Policy (CAP) post 2020
- National Biodiversity Action Plan 2017-2021 funding

## 2.15 Appendix 1: Transport Modal Shift

Reference Number	Section
MA259	New Appendix 1 Transport Modal Shift

**Insert:**

Table identifying policies, objectives and development management standards in the Plan that promote a transport modal shift

Modal Shift Principle	Volume 1 Written Statement		Volume 2 Settlement Plans
<b>Compact Growth</b>	<b>Chapter</b>	<b>Relevant Policy/Objective/Actions Paraphrased</b>	<p><b>Town Plans</b></p> <p>Each Town Plan has a(n);</p> <ul style="list-style-type: none"> <li>Strategic Aim to reinforce the town centre as the heart of the town by avoiding undesirable and inefficient sprawl; by consolidating new development within the built-up footprint of the town, through targeting a significant proportion of future development on infill/brownfield/underutilised/vacant sites; by delivering sustainable re-use and regeneration outcomes; and by extending out sequentially subject to available infrastructure.</li> <li>Objective to encourage the appropriate redevelopment of brownfield and infill sites for mixed uses within the existing built-up footprint of the town.</li> </ul>
	<b>Chapter 2: Core Strategy, Settlement Strategy and Housing Strategy</b>	<p><b>Section 2.1.4 'Principles of Growth'</b>- including Compact growth, by targeting at least 30% of all new homes that are proposed in settlements within their existing built-up footprints, with a focus on infill / brownfield lands, rather than continually sprawling outwards.</p> <p><b>CSP-02</b> – compact growth of towns and villages and that development proceeds sequentially.</p> <p><b>SSP-02</b> – 30% of all new homes in settlements to be in the built up footprint in an effort to make them more compact and reduce unsustainable urban sprawl.</p> <p><b>SSP-07</b> - require sustainable, compact, sequential growth and urban regeneration in Tullamore.</p> <p><b>HP-17</b> - encourage the compact growth of settlements and support permeability and sustainable mobility with priority for pedestrians and cyclists.</p>	
	<b>Chapter 3: Climate Action and Energy</b>	<b>Table 3.1 Decarbonisation Actions and Projects</b> including Compact Growth of settlements, reduce sprawl, higher densities, reuse buildings.	



	<p><b>Chapter 7: Retail and Town Centre Strategy, and Regeneration</b></p>	<p><b>RP-01</b> - making better use of under-utilised land and buildings through compact growth.  <b>RP-14</b> - work in conjunction with the Land Development Agency in co-ordinating and developing strategic publically owned land banks suitable for housing provision in order to contribute towards achieving compact growth.  <b>RP-11</b> - Requirement for masterplans on Opportunity Sites to incorporate a compact form and higher densities.</p>	<ul style="list-style-type: none"> <li>Objective to facilitate the re-use and development of existing vacant and underutilised buildings and sites for town centre uses to create a compact, vibrant town centre.</li> </ul> <p><b>Villages</b></p> <p>Each Village Plan has an objective to encourage the development of infill sites to create a compact, vibrant village.</p>
	<p><b>Chapter 8: Sustainability Mobility and Accessibility</b></p>	<p><b>SMAP-06</b> - promote more compact development forms that reduce overall demand for private transport and private transport infrastructure and support proposals that encourage modal shift towards sustainable travel modes.</p>	
	<p><b>Chapter 13: Development Management Standards</b></p>	<p><b>Section 13.2</b> outlines <b>principles</b> that Development Management Standards are based on – including compact growth and building heights.</p>	
<p><b>Implementing DMURs and Promoting Permeability</b></p>	<p><b>Chapter 8 Sustainability and Accessibility</b></p>	<p><b>SMAP-03</b> - reducing the need for travel through the use of design solutions and innovative approaches with regards to the Design Manual for Urban Roads and Streets, and TII documents and subsequently a shift to environmentally sustainable modes of transport.</p>	<p><b>Town Plans</b></p> <p>Each Town Plan has a(n);</p> <ul style="list-style-type: none"> <li>Strategic Aim to ‘promote permeable, healthy sustainable communities that focus on place making and a sense of well-being to ensure each settlement is an attractive place to live and work.’</li> <li>Objective promoting a high level of permeability for walking and cycling in town centre;</li> <li>Objective to improve the walking and cycling infrastructure in the town; and</li> </ul>
	<p><b>Chapter 13: Development Management Standards</b></p>	<p><b>Section 13.2</b> outlines principles that Development Management Standards based on – including Permeability and Sustainable Mobility.  <b>DMS-07</b> requires Design Statement to show how residential development in excess of 10 units complies with DMURS.  <b>Section 13.2.4</b> states that DMURS applies to all developments within the 60kph zone or less.</p>	
	<p><b>Chapter 2: Core Strategy, Settlement Strategy and Housing Strategy</b></p>	<p><b>Section 2.1.4</b> ‘Principles of Growth’- including “Reducing Car Dependency, promoting sustainable mobility and regional accessibility, and integrating transportation and land use”.</p>	

			<ul style="list-style-type: none"> <li>Objective to provide walking and walking connections with green infrastructure within and in certain towns the Grand Canal Greenway.</li> <li>Objective to facilitate the redevelopment of Opportunity Sites. As part of the requirements to develop these sites, adequate provision for pedestrians and cyclists within the site and externally with linkages with main thoroughfares in accordance with Section 3 'Best Practice Principles for Maintaining and Providing Permeability' from "Permeability Best Practice Guide" (NTA, 2015).</li> </ul>
<p><b>Integrated Transportation and Land Use</b></p>	<p><b>Chapter 3: Climate Action and Energy</b></p>	<p><b>Table 3.1</b> Decarbonisation Actions and Projects – including integrated transportation and landuse planning.</p>	<p>All land zoned in Settlement Plans (Towns and Villages) are based on five principles as laid out in Section 12.2 'Zoning Principles' one of which is to:                  "Ensure alignment of zoning with availability of services, investment in infrastructure and the provision of employment, together with supporting amenities and services."</p>
	<p><b>Chapter 8: Sustainability and Accessibility</b></p>	<p><b>SMAP-04</b> - promote the integration of land use and transport planning.  <b>SMAO-02</b> - It is an objective of the Council to prepare a Local Transport Plan in accordance with 'Area Based Transport Assessment Guidance' by TII and NTA, for the Key Town of Tullamore in conjunction with the National Transport Authority and in tandem with the Local Area Plan, and to consider the preparation of Local Transport Plans for other towns that are subject to Local Area Plans, namely Birr, Edenderry and Portarlington subject to the provision of funding and agreement with statutory agencies.  <b>SMAP-05</b> - Larger-scale, trip intensive developments, such as high employee dense offices and retail, should in the first instance be focused into central urban locations and developed in a sequential manner and may be subject to Mobility Management / Travel Planning.</p>	

		<p><b>Proposed new objective:</b> To specify baseline figures and targets for modal share in new / varied Local Area Plans in order to encourage a modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking.</p> <p><b>Proposed new policy:</b> All proposed major employment developments and schools shall be subject to Travel Plans in a manner consistent with NTA Guidance.</p>	
	<p><b>Chapter 3: Climate Action and Energy</b></p>	<p><b>CAEP-19</b> - improve walking and cycling connectivity within settlements and in particular with schools, town centres and employment areas... improve on the existing level of infrastructure and facilities for walking and cycling.</p> <p><b>CAEO-10</b> Prepare Mobility Management and Travel Plans for Tullamore and Edenderry to bring about behaviour change and more sustainable transport use.</p>	
<p><b>Walking and Cycling</b></p>	<p><b>Chapter 4: Biodiversity and Landscape</b></p>	<p><b>BLP-16</b> - support the provision of outdoor pursuits, walking and cycling routes through the county's peatlands and network of industrial railways.</p> <p><b>BLP-28</b> - integrate the provision of green infrastructure with infrastructure provision and replacement, including walking and cycling routes.</p>	<p><b>Town Plans</b></p> <p>Each Town Plan has a(n);</p> <ul style="list-style-type: none"> <li>• Strategic Aim to provide ecological connectivity and walking and cycling infrastructure throughout the town which links all the Green Infrastructure available to residents</li> <li>• Objective to improve the walking and cycling infrastructure in the town; and</li> </ul>
	<p><b>Chapter 7: Retail and Town Centre, and Regeneration</b></p>	<p><b>Section 7.2.4</b> - Movement and Access Requirements for Opportunity Sites include:</p> <ul style="list-style-type: none"> <li>• Design for an alternative to the car (for example, walking, cycling, public transport) and enhance accessibility and connectivity, by prioritising cycling and walking as active sustainable transport modes;</li> <li>• Provide an integrated, safe, convenient, direct and comfortable network of routes for walking and cycling;</li> </ul>	

		<ul style="list-style-type: none"> <li>• Provide bicycle parking and charging point infrastructure for electric vehicles;</li> <li>• Movement and access should also be informed by future strategies / plans relating to transportation.</li> </ul>	<ul style="list-style-type: none"> <li>• Objective to provide walking and walking connections with green infrastructure within and in certain towns the Grand Canal Greenway.</li> </ul> <p><b>Village Plans</b></p> <p>Village Plans have a range of specific objectives relating to the provision of walking and cycling links between the villages and natural amenities in the area.</p> <p><b>Sráid Plans</b></p> <p>A number of sráid plans have objectives to improve connectivity with proximate cycle routes / greenways.</p>
	<p><b>Chapter 8: Sustainable Mobility</b></p>	<p><b>Proposed new policy:</b> Continue to work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking, cycling) with public transport.</p> <p><b>Proposed new policy:</b> Specify baseline figures and targets for modal share in new / varied Local Area Plans in order to encourage modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking.</p> <p>Proposed new objective: It is an objective of the Council to set modal share targets within the county in cooperation with NTA, CARO, EMRA and other relevant stakeholders and in accordance with any relevant Guidelines that may come into effect.</p> <p><b>SMAO-04</b> Implement Connecting People Connecting Places: A Strategy for Walking and Cycling in Offaly September 2015.</p> <p><b>SMAO-05</b> Cycle lanes shall be designed and maintained in accordance with the National Cycle Manual by the NTA.</p> <p><b>SMAO-06</b> - Collaborate with Bord na Móna and Coillte in the development of the ‘Major Cycling Destination in the Midlands of Ireland – Feasibility Study 2016’ and to pursue the development of greenway links to adjoining counties.</p> <p><b>SMAP-08</b> - Prioritise the need for people to be physically active in their daily lives; to improve permeability and to promote walking and cycling in the design of streets and public spaces as an</p>	

		<p>alternative and sustainable mode of transport; and to support safer walking and cycling routes to schools under the Green Schools Initiative subject to appropriate environmental assessments, including Habitats Directive Assessment.</p> <p><b>SMAP-09</b> - Support the pedestrianisation and permeability of town and village centres where appropriate, in order to create accessible, attractive, vibrant and safe places. In doing this the Council will strive to support the;</p> <ul style="list-style-type: none"> <li>(i) Provision of ‘cycle friendly’ towns and villages;</li> <li>(ii) Provision of key cycling routes through larger towns;</li> <li>(iii) Potential for a walking and cycling route around Tullamore incorporating the Grand Canal, the banks of the Tullamore river and inside the barriers of the Tullamore by-pass.</li> </ul> <p><b>SMAP-10</b> - continued development of walking and cycling routes including greenways, blueways and peatways.</p> <p><b>SMAP-17</b> - Be supportive of exploring opportunities for the provision of cycle lanes along the N80, preferably off road cycle tracks separated from vehicular traffic where feasible, subject to adhering to road safety standards and complying with Transport Infrastructure Ireland’s Guidelines Publications, safeguarding the strategic function of the N80 and the undertaking of a safety audit.</p>	
	<p><b>Chapter 13: Development Management Standards</b></p>	<p><b>DMS-21</b> In greenfield sites, public open space shall be provided within 150 metres walking distance of every house in a new residential development.</p>	

	<p><b>Chapter 9: Social Inclusion, Community and Cultural Development</b></p>	<p><b>SICCDP-33</b> - ensure the integration of safe and convenient alternatives to the car into the design of our communities by prioritising walking and cycling accessibility to both existing and proposed developments.</p>	
	<p><b>Chapter 2: Core Strategy</b></p>	<p><b>Section 2.1.4</b> 'Principles of Growth'- including 'Moving towards self-sustaining rather than long distance commuter driven activity.'</p>	
<p><b>Parking</b></p>	<p><b>Chapter 8: Sustainable Mobility</b></p>	<p><b>SMAP-02</b> - Support the growth in the use of electric vehicles, autonomous vehicles and fuel cell vehicles; prioritise car parking spaces for these vehicles; and facilitate the provision of battery charging infrastructure and refuelling infrastructure for these vehicles where considered appropriate.</p> <p><b>SMAP-11</b> - Support the provision of secure cycle parking facilities in the public realm of towns and villages, at all public service destinations and in other developments.</p> <p><b>Proposed new policy:</b> Allow for the reduction in car parking standards in suitable town centre locations in order to encourage a modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking.</p>	<p>Town Plans have an objective to;</p> <ul style="list-style-type: none"> <li>• identify car parks and other appropriate locations for the provision of battery charging infrastructure for electric cars;</li> <li>• To provide adequate, secure and sheltered bicycle parking facilities at appropriate locations: (i) in the town centre (ii) at employment areas and (iii) adjacent to heritage, community and amenity destinations;</li> <li>• Have particular regard to the needs and access for people with disabilities. The further provision of</li> </ul>
<p><b>Chapter 13: Development Management Standards</b></p>	<p><b>DMS-99</b> sets out the minimum cycle parking standards to be provided for different classifications of developments.</p> <p><b>DMS-100</b> sets out cycle parking dimensions including:</p> <ul style="list-style-type: none"> <li>• Cycle parking to be provided shall be sheltered for retail, other commercial, and enterprise and employment uses;</li> <li>• In residential developments without private gardens or wholly dependent on balconies for private open space,</li> </ul>		

		<p>covered secure bicycle stands should be provided in private communal areas.</p> <ul style="list-style-type: none"> <li>• It may be a requirement to provide showers, changing facilities, lockers and clothes drying facilities, for use by staff that walk or cycle to work. CCTV cameras or passive surveillance of car parks and cycle parks may be required for personal safety and security considerations.</li> <li>• All cycle facilities in multi-storey car parks shall be at ground floor level and completely segregated from vehicular traffic. Cyclists should also have designated entry and exit routes at the car park and with minimum headroom of 2.4m to facilitate access by cyclists.</li> <li>• Within larger new developments cycle routes shall link to the existing cycle network where possible and maintain a high degree of permeability through developments. Cycle Audits may be required in such developments.</li> </ul> <p><b>DMS-102</b> sets out maximum car parking provisions for different classifications of developments.</p> <p><b>DMS-103</b> makes provision for car free developments on suitable small-scale sites within or adjacent to town centres which have high levels of public transport accessibility, have convenient and safe access to local shops and community facilities.</p> <p><b>DMS-104</b> requires that a minimum of 10% of the proposed car parking spaces required for the category of development listed in car parking standards contained in DMO-102 shall be provided with electrical connection points, to allow for functional electric vehicle charging.</p>	<p>cycle parking as part of development and public realm proposals will be required.</p>
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<p><b>Trails / Greenways / Peatways for Walking / Cycling</b></p>	<p><b>Chapter 6: Tourism and Recreational Development</b></p>	<p><b>TRO-14</b> - Implement 'A Strategy for Walking and Cycling in Offaly; Connecting People Connecting Places' (2015).</p> <p><b>TRO-15</b> - Implement the '<i>Feasibility Study on the Development of a Major Cycling Destination in the Midlands of Ireland</i>' (2016) in conjunction with Bord na Móna, Coillte, Waterways Ireland, the Office of Public Works and the Product Development Group, in accordance with the Offaly Tourism Statement of Strategy 2017-2022.</p> <p><b>TRO-17</b> - Protect potential greenway, blueway and peatway routes (i) along and in proximity to abandoned rail lines and (ii) routes identified in Figure 6.14 'Midlands Cycling Destination, Offaly Network Map' from inappropriate development that could compromise the delivery of a cycling or walking route in the future.</p> <p><b>TRP-16</b> - Support the extension of greenways, blueways, peatways and trails within the county and the integration and linkage of them with other existing / proposed greenways, blueways, peatways and trails both within and outside County Offaly.</p> <p><b>TRP-17</b> - Promote the provision of appropriate infrastructural requirements to meet the needs of greenways, blueways, and peatways and other pedestrian / cycling trails such as high quality signage, bicycle stands, service facilities, seating and if necessary, car parking (all with regard to Department of Transport, Tourism and Sport's 'Greenways and Cycle Routes Ancillary Infrastructure Guidelines'), and the provision of visitor interpretation along these routes such as storyboards, artworks and other media to create a greater sense of place, connecting and immersing visitors in the local heritage and stories.</p>	<p>A number of settlement plans address the provision or extension of trails and greenways.</p>
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		<p><b>TRP-19</b> - Further investigate the potential of and opportunities for the development of existing and new trails in County Offaly to include a mixture of walking, cycling and driving trails, for the provision of appropriate services along these trails, and for the development of linkages between these trails and key tourism assets both within Offaly and adjoining counties. An example includes Derrynounce Experience Lake and Trails and its potential linkage to the People’s Park in Portarlington and the wider linkages to the Mount Lucas windfarm. The Council will only support such developments where it is demonstrated that no significant environmental effects would arise as a consequence of their construction or operation.</p> <p><b>TRP-20</b> - Promote and facilitate the continued development of the Slieve Bloom Mountains bike trail as a key tourism asset for the county and as part of the tourism offer on the Slieve Bloom Mountains, in conjunction with Laois County Council. In addition, it is the Council policy to (i) promote the further development of walking trails on the mountains, (ii) connect to and develop Kinnitty as a service hub for the area and (iii) promote and facilitate links to / from other existing and proposed greenways, blueways and peatways.</p> <p><b>TRP-22</b> - Promote the <i>‘Feasibility Study on the Development of a Major Cycling Destination in the Midlands of Ireland’</i> (2016) in conjunction with Bord na Móna and Coillte in accordance with ‘Outdoor Recreation Plan for Public Lands and Waters in Ireland’ 2017-2021 and in particular to recognise Tullamore as a hub in this respect.</p> <p><b>TRP-23</b> - Support Fáilte Ireland in the making of <i>‘The Beara Breifne Way Tourism Activation Plan’</i> which will identify a number of towns as walking</p>	
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		<p>hubs along a trail which extends from Cork to Cavan through Offaly.</p>	
<p><b>Public Transport</b></p>	<p><b>Chapter 8: Sustainable Mobility and Accessibility</b></p>	<p><b>SMAO-02</b> - Prepare a Local Transport Plan in accordance with 'Area Based Transport Assessment Guidance' by TII and NTA, for the Key Town of Tullamore in conjunction with the National Transport Authority and in tandem with the Local Area Plan, and to consider the preparation of Local Transport Plans for other towns that are subject to Local Area Plans, namely Birr, Edenderry and Portarlinton subject to the provision of funding and agreement with statutory agencies.</p> <p><b>SMAO-07</b> - Safeguard all existing rail infrastructure, to encourage the re-opening of rail stations, and to preserve disused stations / halts and tracks, appropriate to future strategic county public transport needs.</p> <p><b>SMAP-07</b> - Encourage better integration of transport services with the aim of reducing car trips by encouraging and fostering improved consultation and co-operation between both public and private providers of transport services operating in the county and in the midland region, including all providers of bus and rail services.</p> <p><b>SMAP-12</b> - Co-operate with and encourage Iarnród Éireann to (i) secure the upgrading of the existing rail linkages between Athlone, Clara, Tullamore and Portarlinton (ii) improve the frequency of trains between Athlone and Dublin and (iii) ensure that train stations in County Offaly are manned and have frequent services.</p> <p><b>SMAP-13</b> - Promote and facilitate, in co-operation with the Department of Transport, Tourism and Sport, Iarnród Éireann and adjoining local authorities, the provision of a second rail line</p>	<p>Each Town Plan contains measures to ensure that all development in the Plan Area will contribute positively towards reduced energy consumption and the associated carbon footprint. One of these measures is to;</p> <p>“Prioritise sustainable mobility i.e. public transport, walking and cycling and integrate land use and transportation in order to reduce travel demand.”</p> <p>A number of specific objectives in each Town Plan represent this measure.</p> <p>A number of Settlement Plans have an objective to support the Local Link Rural Transport Programme 2018-2022 in County Offaly and subsequent programmes.</p>

		<p>between Portarlinton and Athlone. In conjunction with this there is an opportunity for:</p> <ul style="list-style-type: none"> <li>• Tullamore Train Station and adjoining lands to be developed as a transport (bus/rail) node with possible integration of local bus services to serve the town and catchment area; and</li> <li>• Clara Train Station and adjoining lands to be developed as a transport (bus/rail) node with possible integration of local bus services to serve the town and catchment area.</li> </ul> <p><b>SMAP-14</b> - Support the reopening of Geashill Train Station.</p> <p><b>SMAP-15</b> - Support and facilitate the operation of existing bus services and to facilitate the provisions of improved facilities and services for bus users in towns and villages including the provision of set down areas for coaches and bus shelters at all bus stops where feasible.</p> <p><b>SMAP-16</b> - Support the Local Link Rural Transport Programme 2018-2022 in County Offaly and subsequent programmes which provides for social and economic connectivity between settlements and rural areas.</p> <p><b>Proposed new policy:</b> It is Council policy to support and develop public transport routes throughout the county through collaboration with the National Transport Authority and other relevant statutory bodies.</p>	
<p><b>Reduce outward commuting</b></p>	<p><b>Chapter 5: Economic Development</b></p>	<p><b>ENTP-19</b> - Support remote working opportunities from home and innovative designated hub/ co-working spaces, in the interests of mitigating long commuting times.</p> <p><b>ENTP-20</b> - Where feasible, encourage home-based employment including the provision of small-scale individual enterprises</p>	<p><b>Town Plans</b></p> <p>Many of the Plans identify key opportunity sites with the potential for mixed use developments incorporating employment uses which would help reduce outward commuting.</p>

		<b>ENTP-21</b> - Support local employment creation where it can mitigate against long distance commuting.	
	<b>Chapter 9: Social Inclusion, Community and Cultural Development</b>	<b>SICCDP-23</b> - Support and facilitate the establishment of co-working/ remote working hubs and creative hubs as either standalone facilities themselves or ancillary to public buildings, libraries and community centres or in towns and village centres	

## 2.16 Appendix 2: Infrastructural Assessment Report

Reference Number	Section
MA260	New Appendix 2 Infrastructural Assessment Report

Insert:

### National Planning Framework

The National Planning Framework (NPF) emphasises the requirement for better linkage between the zoning of land for development and the availability of or investment in infrastructure that is required to facilitate development. The following three National Policy Objectives (NPOs) are relevant in this case, namely:

**NPO 72a:** Planning authorities will be required to apply a standardised, tiered approach to differentiate between (i) zoned land that is serviced and (ii) zoned land that is serviceable within the life of the plan.

**NPO 72b:** When considering zoning land for development purposes that require investment in service infrastructure, planning authorities will make a reasonable estimate of the full cost of delivery of the specified services and prepare a report, detailing the estimated cost at draft and final plan stages.

**NPO 72c:** When considering zoning land for development purposes that cannot be serviced within the life of the relevant plan, such lands should not be zoned for development.

Appendix 3 of the NPF provides a methodology for a tiered approach to land zoning as referred to in NPO 72a. The implementation of this tiered approach allows for greater co-ordination between land use zoning and infrastructure availability. Appendix 3 of the NPF provides a description of Tier 1 (Serviced Zoned Land) and Tier 2 (Serviceable Zoned Land) as follows:

<b>Tier 1: Serviced Zoned Land</b>	Land that is <u>able to connect to existing development services</u> i.e. road and footpath access, public lighting, foul sewer drainage, surface water drainage and water supply, for which there is <u>service capacity available</u> .
<b>Tier 2: Serviceable Zoned Land</b>	Land that is not currently sufficiently serviced to support new development but <u>has the potential to become fully serviced within the life of the Plan</u> . The potential for the delivery of the required services and / or capacity to support new development must be identified.

In this regard, lands have only been identified for development where they are able to connect to existing development services for which there is service capacity available or has the potential to become fully serviced within the life of the Plan.

## Development Plan Guidelines

The Planning Authority engaged comprehensively with Irish Water (IW) in the preparation of the Plan. In the absence of updated Development Plan Guidelines, the advice from both IW and the Council's Water Services Section was used to inform zoning decisions. It is anticipated that further guidance on this methodology will be set out in detail in the updated Development Plan Guidelines for Planning Authorities.

## Plan-led Approach

Section 33 (5) of the Water Services (no. 2) Act 2013 as amended by the Planning and Development Amendment Act 2018 concerns Irish Water's Water Services Strategic Plan (2015, under review in 2020), which sets out the strategic objectives for the delivery of water services over the next 25 years up to 2040 and sets a context for investment and implementation plans. This plan is reviewed every five years. It states that *'Irish Water shall when preparing a water services strategic plan have regard to proper planning and sustainable development in line with any development plans within the meaning of the Act 2000, in particular the Core Strategy under section 10 of the Act'*.

Accordingly, the Core Strategy shall set the desired population allocation within the county whilst the IW Water Services Strategic Plan shall follow pursuit by having regard to it.

The following policies set out in Chapter 11 of the County Development Plan demonstrate Offaly County Council's commitment to work in conjunction with Irish Water to deliver an improved water and wastewater infrastructure in the county:

**WSP-02** It is Council policy to liaise and co-operate with Irish Water in the implementation and delivery of the 'Water Services Strategic Plan' (2015, under review in 2020), the 'Irish Water Business Plan 2015-2021', the 'Irish Water National Water Resources Plan' (expected in 2021) and the 'Irish Water Investment Plan 2020-2024' (or any amendment thereof) and other relevant investment works programmes of Irish Water, to provide infrastructure to service settlements in accordance with the Council's Core Strategy and Settlement Strategy.

**WSP-03** It is Council policy to work in conjunction with Irish Water to protect existing water supply and wastewater infrastructure, to maximise the potential of existing capacity and to facilitate the timely delivery of new water supply and wastewater infrastructure to facilitate future growth in accordance with the Council's Core Strategy and Settlement Strategy.

## Infrastructure Requirements

### Wastewater and Water:

As stated by Irish Water in their submission on the draft Offaly County Development Plan:

*'The County is served by a large number of wastewater treatment plants. Available capacity at any plant varies daily. Where there are constraints, applications for developments are on a first come, first served basis. If no [IW] project is associated with a constrained area, then any infrastructure will be developer-led. Irish Water can work with developers to form the best solution for a particular site'*.

On this basis, where there are deficiencies in the capacity of a particular wastewater treatment plant to cater for all of the proposed population allocation for a settlement that is advocated under the Development Plan, the sites that come forward first for development may be served by I.W. based on their first come first served approach, whilst later sites might require a developer-led approach to

finance the infrastructure. Accordingly, it is impossible to identify the order of which sites will be developed first irrespective of the local authority encouraging sequential growth and infill / brownfield development of a settlement.

The following are a list of deficiencies in the waste water and water infrastructure within the settlements and the actions proposed to be undertaken in order to address these up to the year 2027.

#### Wastewater Deficiencies:

Settlement	Proposed Additional Population 2021-2027	Current Wastewater treatment capacity headroom	Investment up to the year 2027
Birr	1263	Headroom for approximately 900 persons	Currently after heavy rain the incoming flow to the plant overflows to the river. The proposed wetlands will prevent this occurring and will pump the effluent to the Plant when storm subsides. Also, this wetland will prevent the Plant from washing out. It will not increase the capacity of the Plant. No current proposals to expand the plant. In the event of no remaining headroom, any proposed development would require developer investment.
Edenderry	721	Headroom for approximately 512 persons	Capacity will be increased on completion of upgrade to the treatment plant during the plan period. The expectant plant design capacity is for a population equivalent of 12,500. IW are in the process of appointing a consultant to design the new extension.
Daingean	172	Headroom for approximately 90 persons	Surface water getting into the network is a problem. Offaly County Council proposing it under the IW Small Towns and Villages Growth Programme for rectification.
Walsh Island	35	No capacity	An alteration of the treatment plant through improved aeration and improved sludge rates would increase it to 500 PE which is sufficient to cater for the proposed village growth.
Rhode	150	Headroom for approximately 60 persons	Offaly County Council proposing it for upgrade under the IW Smaller Towns and Villages Growth Programme.
Rahan	8	Headroom for approximately 12 persons	IW have no plans to upgrade.

**Water Deficiencies:**

<b>Settlement</b>	<b>Proposed Additional Population 2021-2027</b>	<b>Problem</b>	<b>Investment up to the year 2027</b>
Tullamore	4382	Very limited / constrained water supply capacity	See Paragraph below.
Birr	1263	Limited water supply capacity	See Paragraph below.
Edenderry	721	Very limited / constrained water supply capacity	See Paragraph below. There are 3 supplies feeding Edenderry. One supply from Rhode is experiencing problems and a new source will be provided which would be beneficial.
Portarlinton (OY)	207	Very limited / constrained water supply capacity	See Paragraph below. Water is fed from Laois County Council. There are problems with supply and boreholes will be drilled on the Offaly side.
Daingean	172	Limited water supply capacity	See Paragraph below
Kilcormac	155	Limited water supply capacity	See Paragraph below. A booster pump will be provided which will be beneficial.
Mountbolus	24	In the year 2018 the Shallow well dried up and so water had to be tinkered in to the village.	A search for a new bore hole will be undertaken to address this.
Clonbullogue	81	Access to site for disinfection purposes is a problem.	Disinfection programme being implemented at present which will solve Clonbullogue issues. Access is being addressed.

Where there are water supply constraints, the availability of water will be on a first come, first served basis with priority given to domestic customers. Non-domestic developments will be asked by IW to review their proposals to reduce water requirements. In the meantime, IW and Offaly County Council are continually progressing leakage reduction activities, mains rehabilitation activities and lead replacement activities. These are priorities based on leakage rates, water quality issues and ongoing disruption to customer's supplies. IW and Offaly County Council will continue to monitor the performance of the network to ensure that the most urgent works are priorities as required. The National Water Resources Plan (which is due to be published for consultation early 2021) will include four Regional Water Resources Plans which will develop a strategic plan for each water supply including short, medium and long term options to address risk across our water supplies. However



according to IW although water is constrained in the above areas at critical times such as drought and freeze events, this need not necessarily halt growth.

### **Surface Water:**

There are some constraints in sewer networks in various locations around the county, depending on size and scale of proposed developments. Infrastructure will have to be assessed on a case by case basis. The Council estimate spending approximately €1,825,000 on surface water improvements during the plan period.

A Drainage Area Plan (DAP) is currently being prepared for Tullamore. This DAP will model the existing sewer network / future scenarios and develop solutions to overcome the current constraints. IW will develop concept designs for the noted constraints such as flooding, pollution and trunk sewer capacity upgrades.

IW are developing an additional Infrastructure Development Plan (expected to be completed December 2020). This will assess all zoned land in the Tullamore catchment and develop a flow profile from each site. This will identify the requirements to allow the site to develop and connect to the trunk network. The output of this study will outline any upgrades in the network as a result of the flow from each parcel of land individually and communally.

IW have also started the design of the proposed Southern Interceptor Sewer for Tullamore. This will inform requirements of trunk infrastructure required to be co-located within new roads and how the flow will be connected to the existing system and to the waste water treatment plant.

IW and the Council are continually progressing sewer rehabilitation activities, capital maintenance activities at pumping stations, storm water over flow assessments county wide. IW and the Council will continue to monitor the performance of the networks to ensure that the most urgent works are priorities as required.

### **Transport:**

Site access arrangements and some road improvement works will generally be developer-led.

The key settlements of Tullamore [Key town], Birr, Edenderry and Portarlington [Self Sustaining (Growth) Towns] are or will be subject to Local Area Plans and governed by the requirement to include an 'Implementation and Infrastructure Delivery Schedule' in accordance with the Local Area Plan Guidelines 2013.

Local Transport Plans (LTPs) will be carried out in tandem with the above Local Area Plans during the Development Plan period. These LPP's will help inform the location and type of infrastructure relating to movement.

### **Capital Costs Estimates**

The delivery of infrastructure is funding dependent. The key funding sources for the delivery of infrastructure are set out in Chapter 14 Implementation and Monitoring.

The estimation of capital costs for the required infrastructure is challenging due to a variety of parameters such as distance of rising mains, site investigations, wayleaves, landowners and contractors. IW has indicated that it does not have resources or capacity to carry out such an exercise and therefore no costings have been provided in terms of water services.

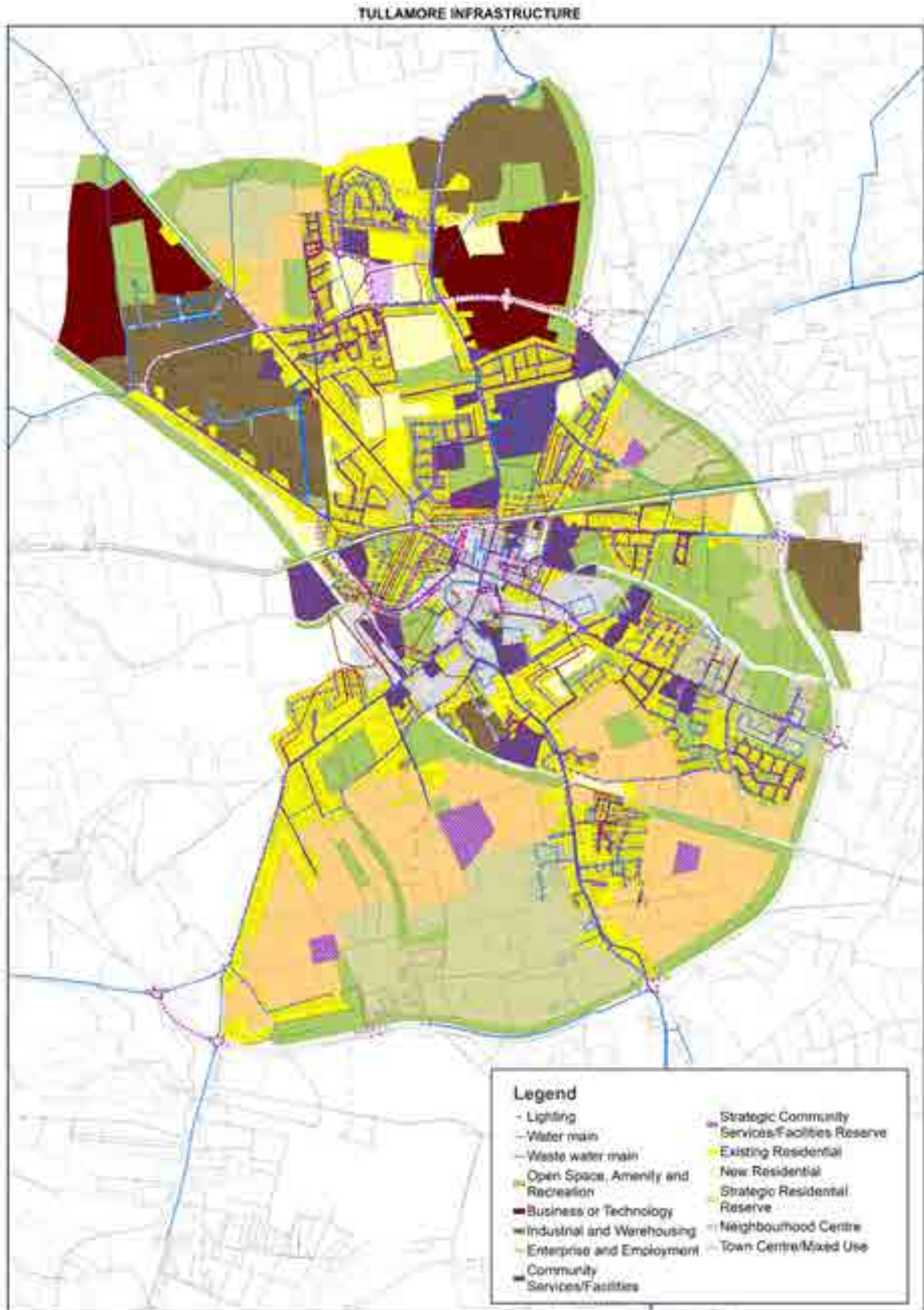
The Roads Section has estimated costs of approximately €26,000,000 (year 1) to €204,000,000 (year 6) on delivering roads projects (annual grants, larger strategic projects and various sources of funding) as per Chapter 8 of Volume 1 of this Plan titled Sustainable Transport Strategy. The Roads Section has estimated costs of approximately €82,000,000 for projects identified in the Volume 2 Settlement Plans, which does not include annual programme of works but rather projects. Roads related infrastructure listed in the Volume 2 Settlement Plans has estimated costs of approximately €82,000,000, which is included within the figure of €204,000,000 above. The cost per settlement would include larger projects and smaller footpaths and cycleway measures that will be addressed through the Town and Village Renewal Scheme.

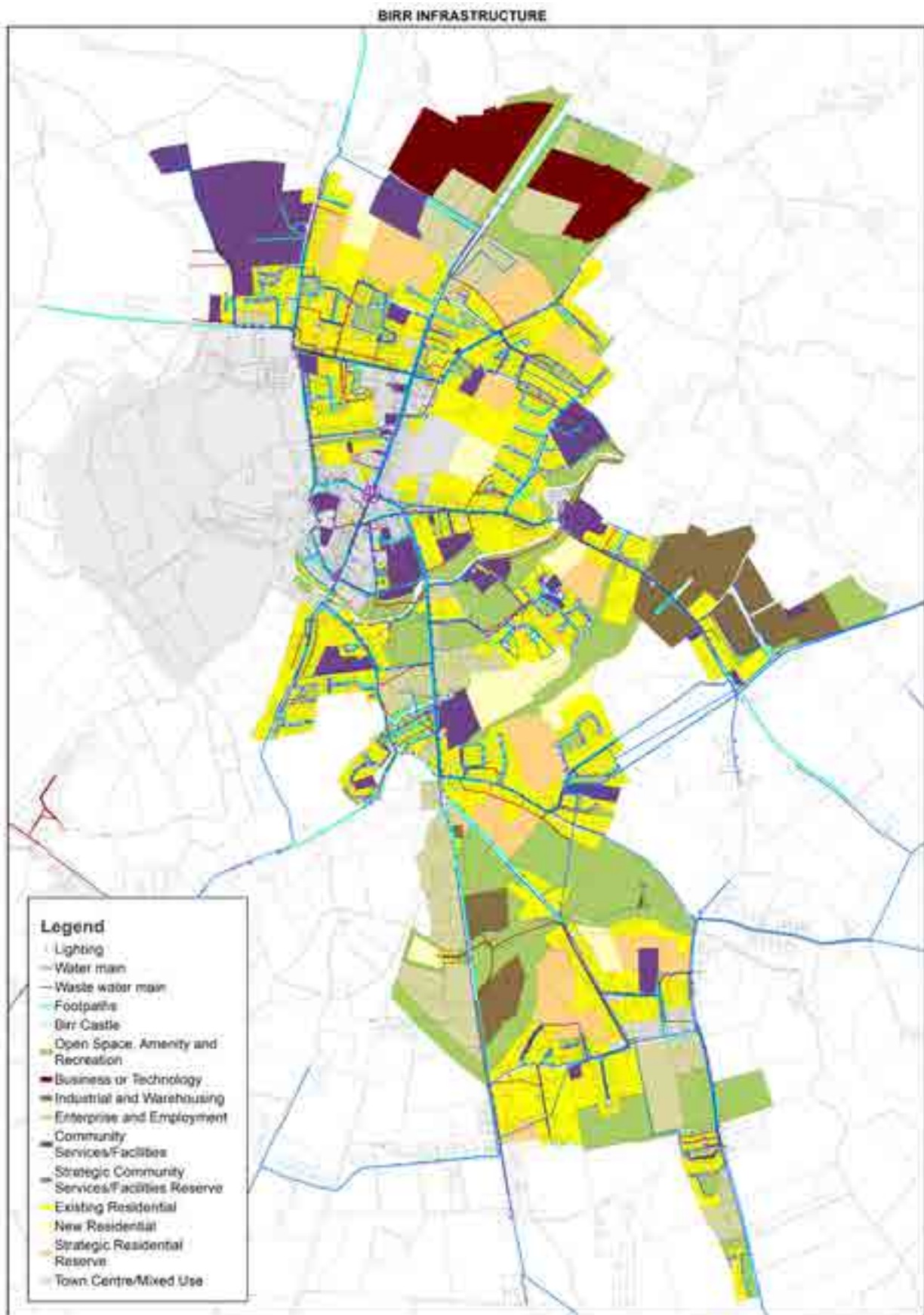
### **Additional Works**

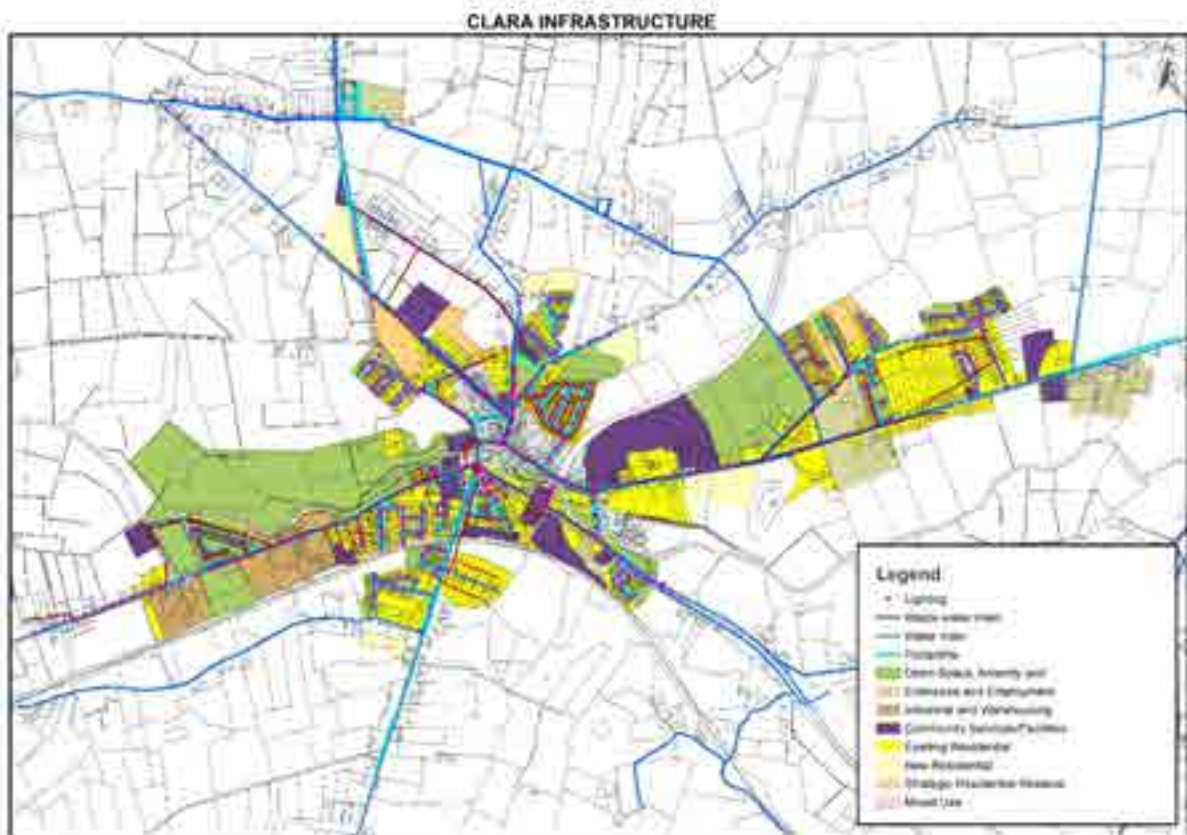
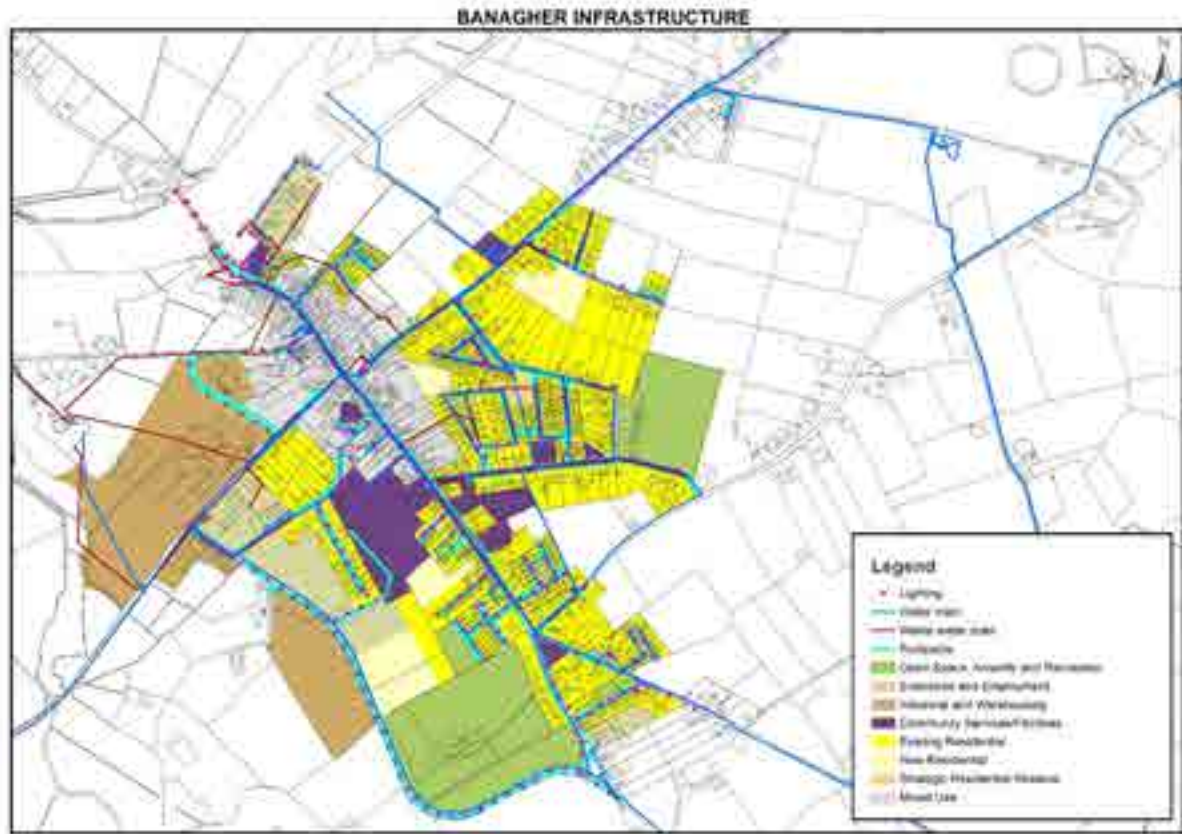
It should be noted that the infrastructure works included in this Plan are not exhaustive and there may be additional works required when a more detailed analysis of an area and land / site is carried out as part of a planning application. The level of works required will also be dependent on the nature and scale of the development on the subject lands / site. This will be assessed and reviewed in greater detail at the planning application stage of any development proposals on the subject lands / sites.

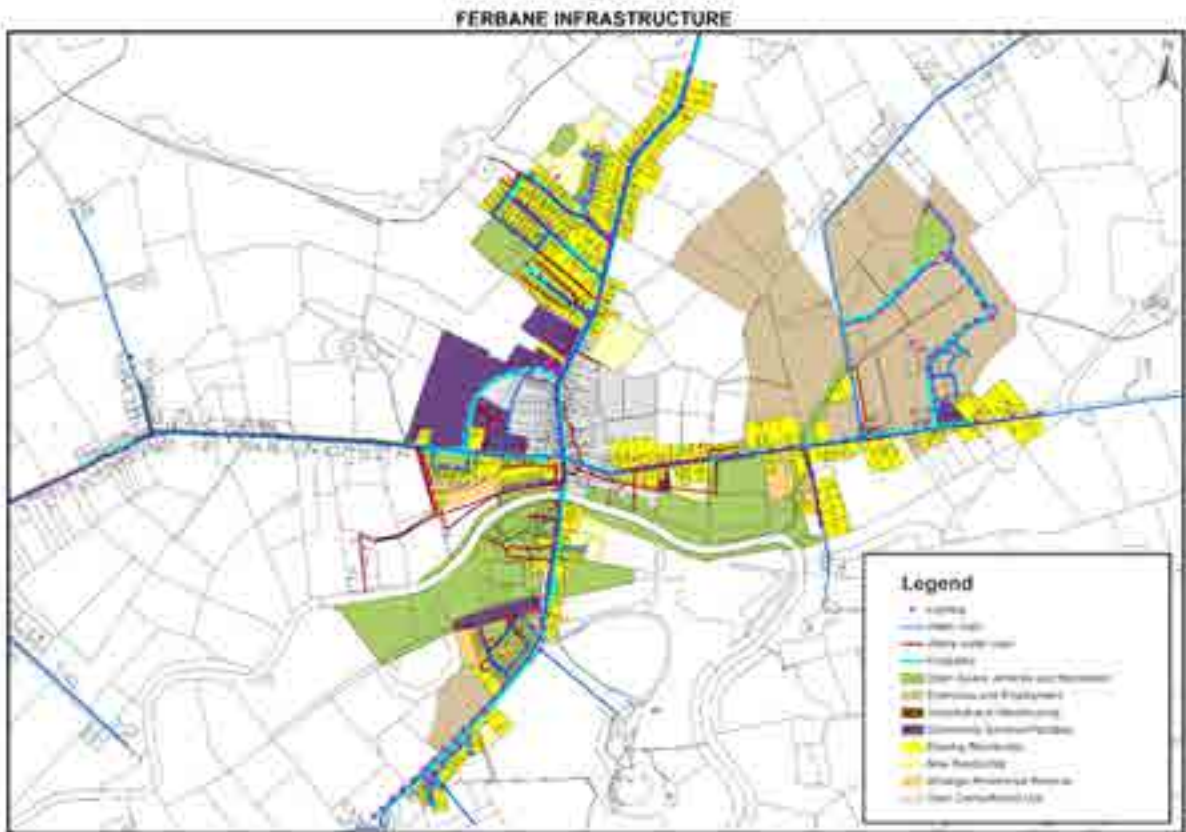
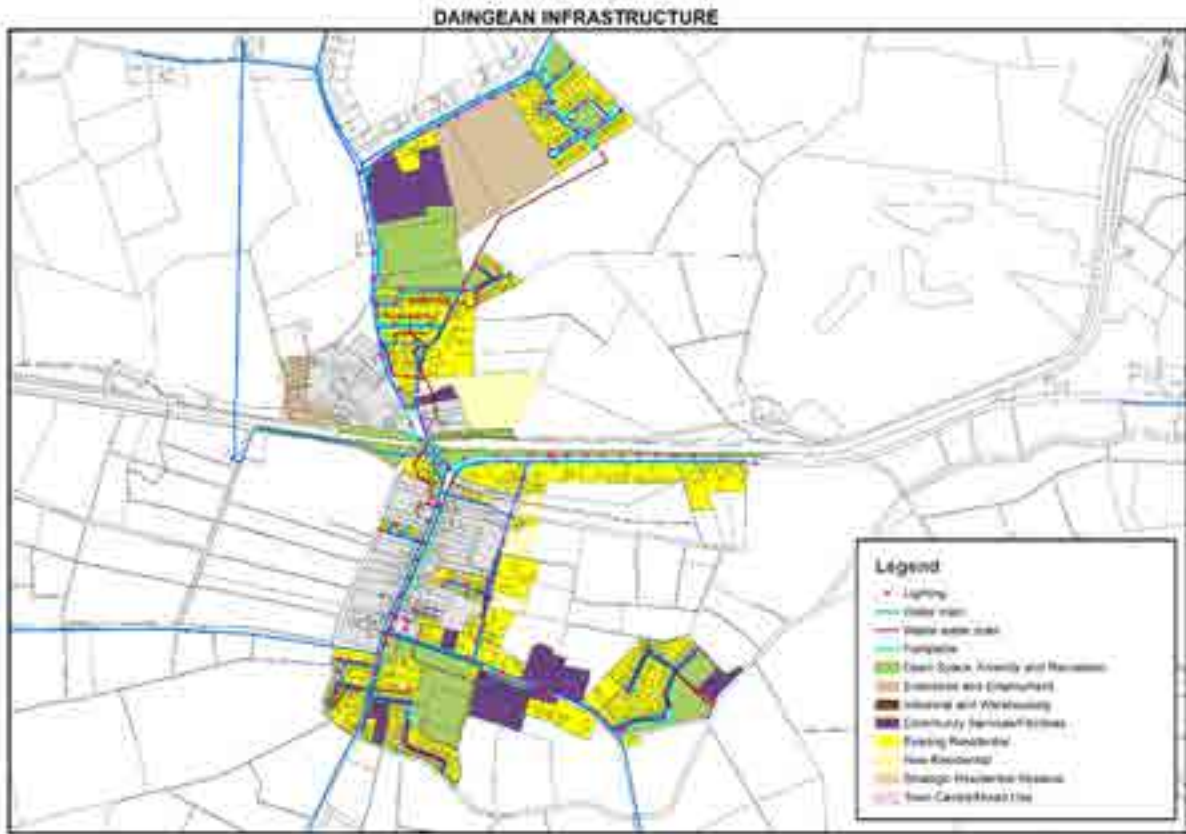
### **Infrastructure Provision**

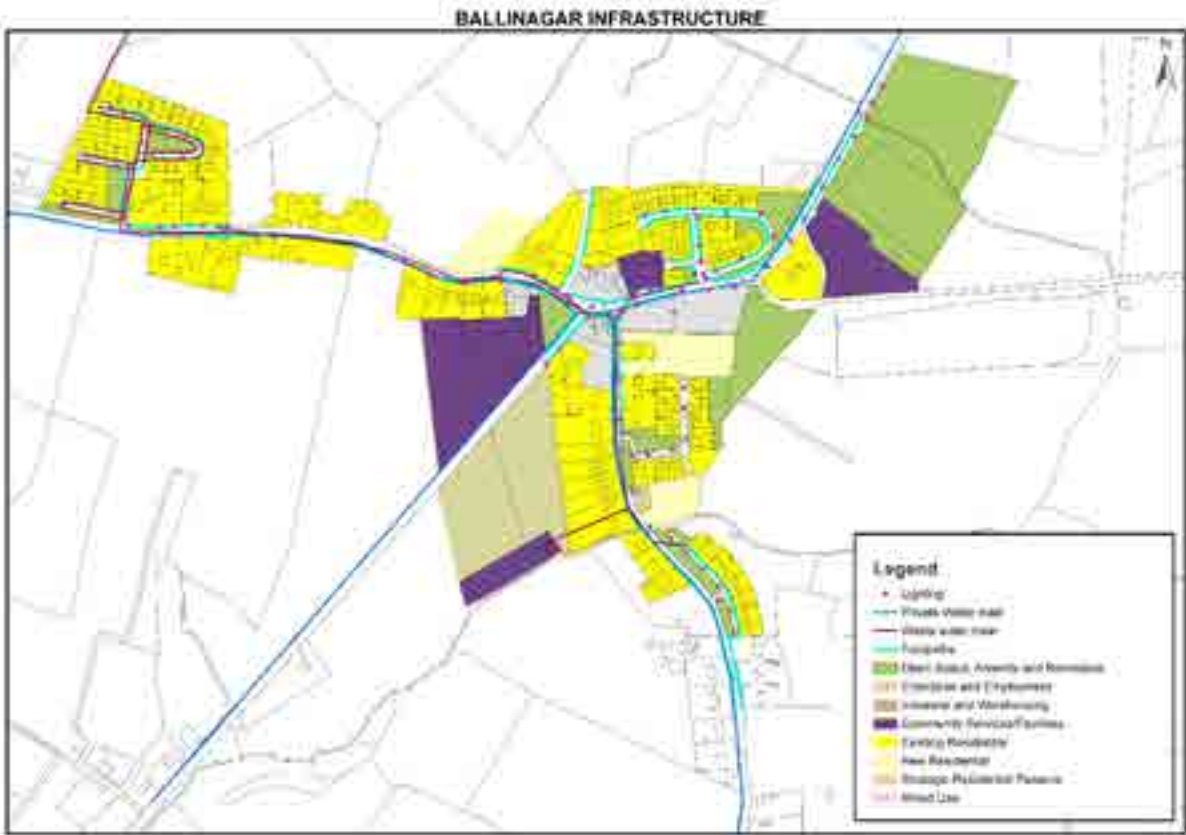
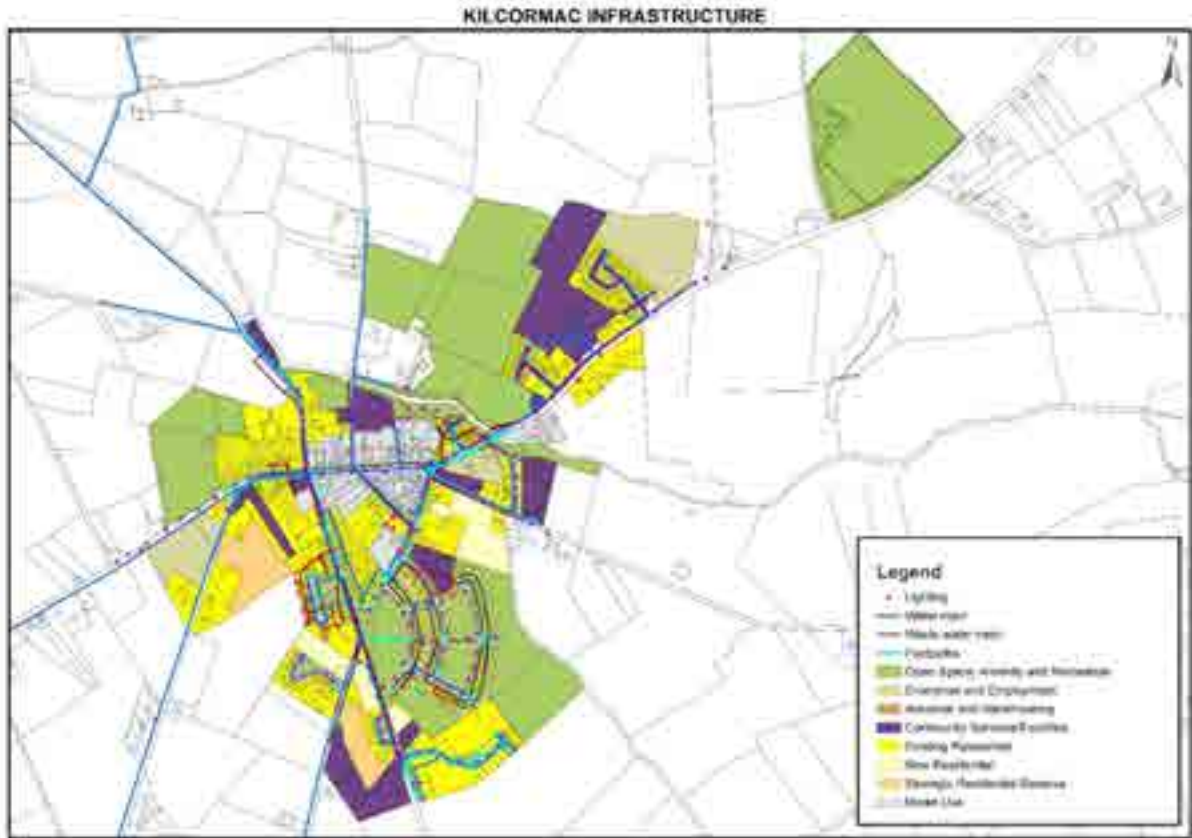
Zoning maps for each of the towns and villages that also identify the extent of existing water mains, waste water mains, footpaths and lighting are set out hereunder. These maps illustrate the proximity of infrastructure relative to a particular site and accordingly demonstrate whether a particular site is Tier 1 or 2.

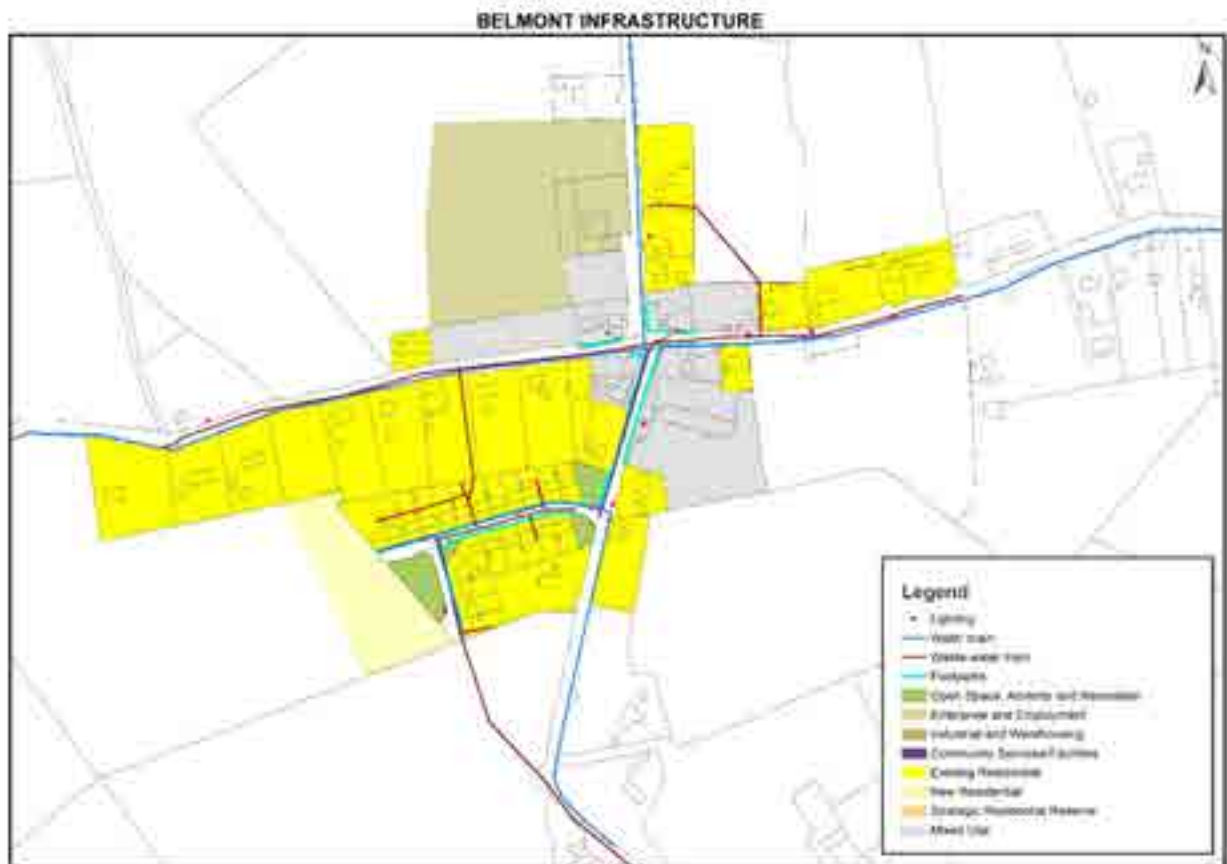
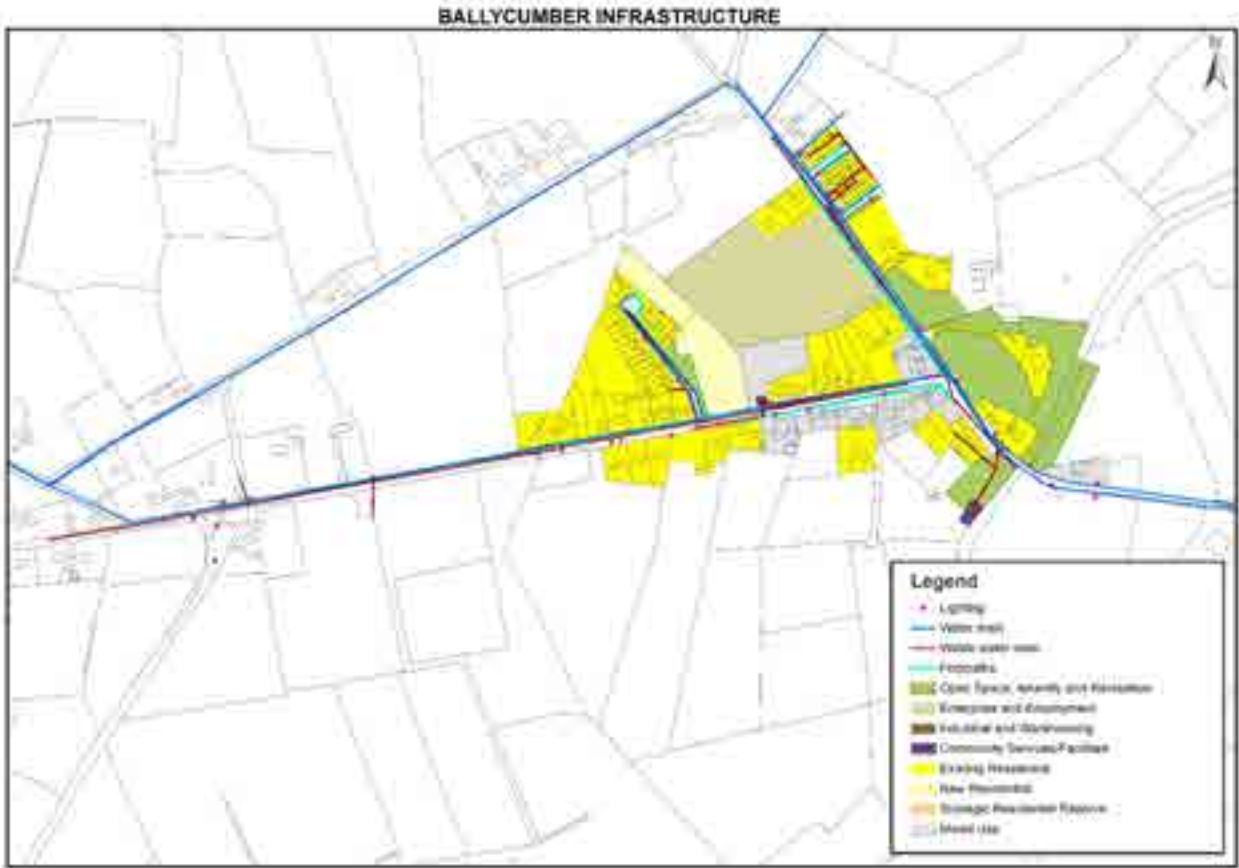




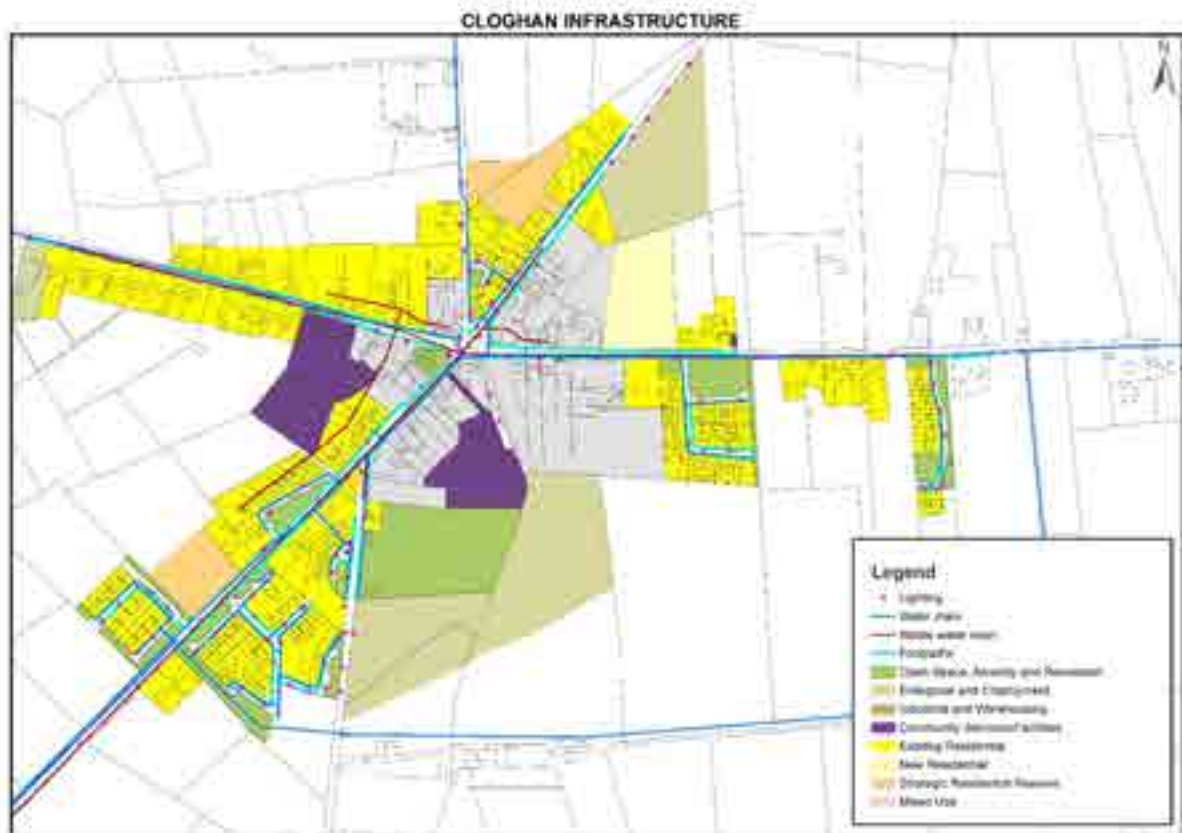
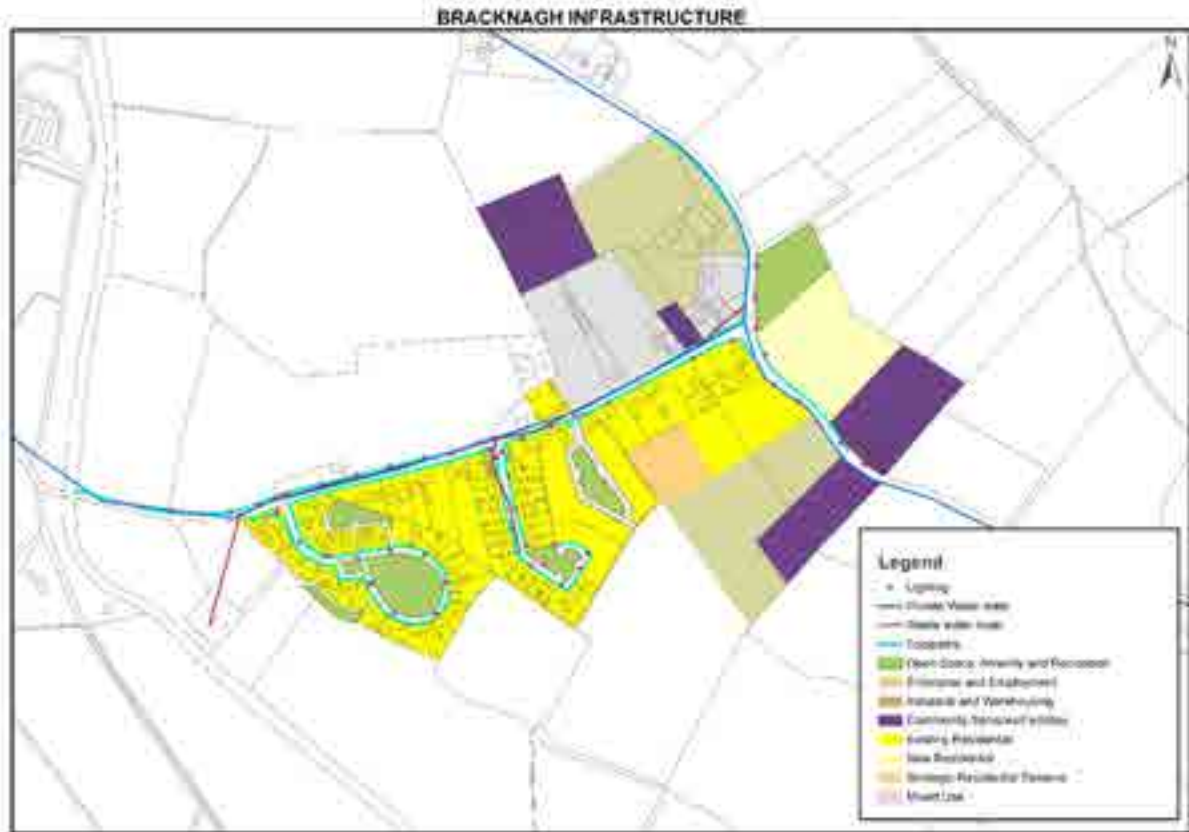


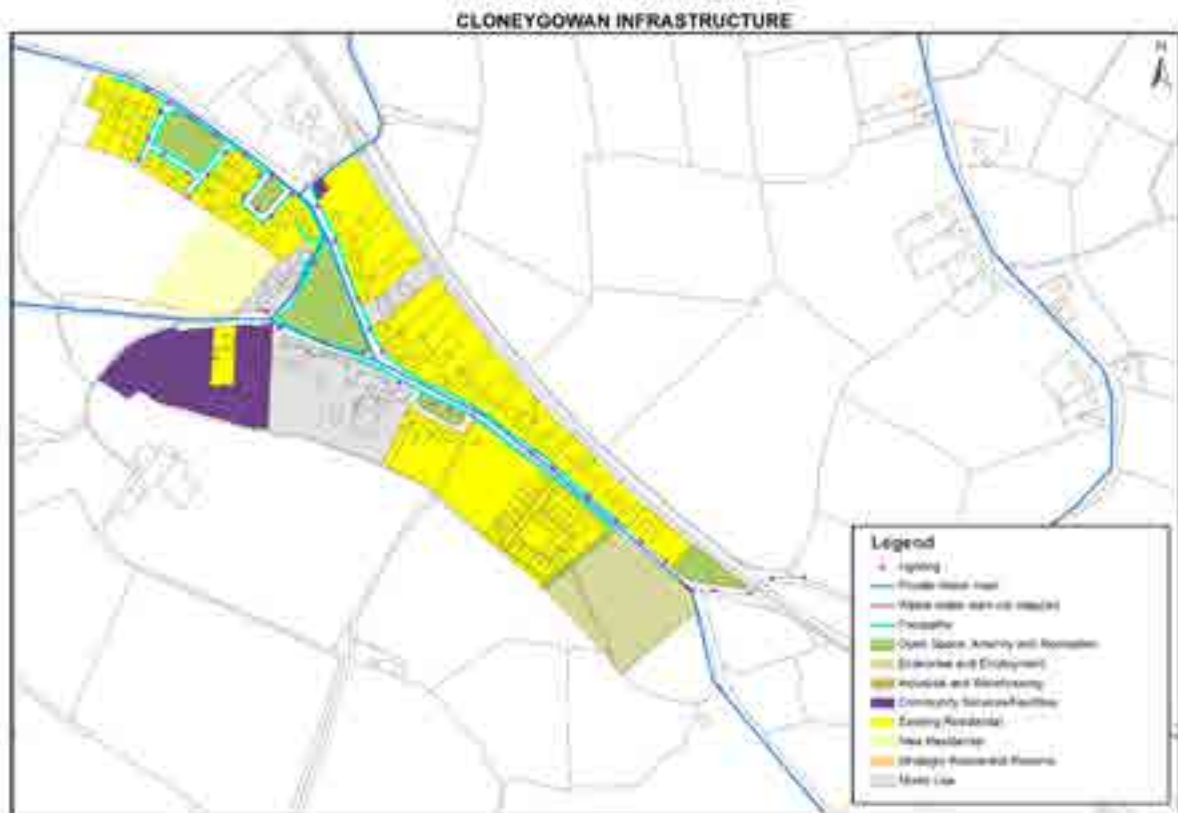
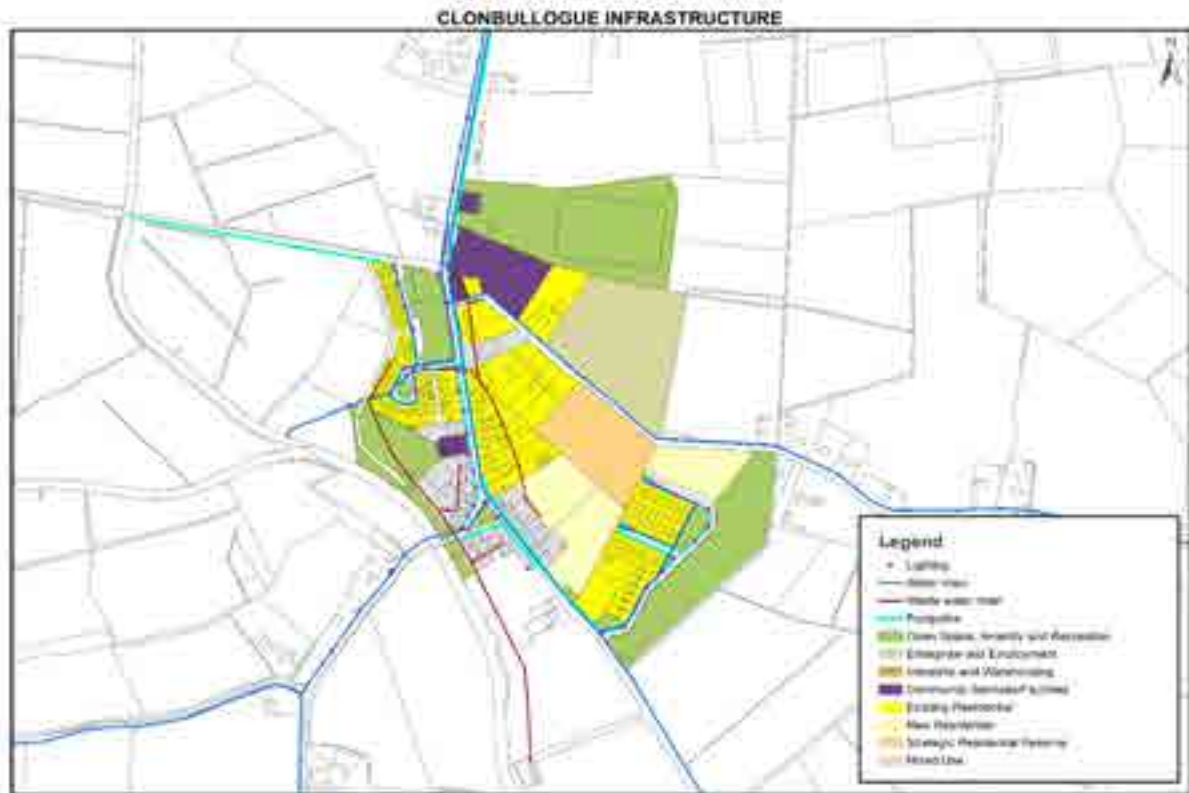


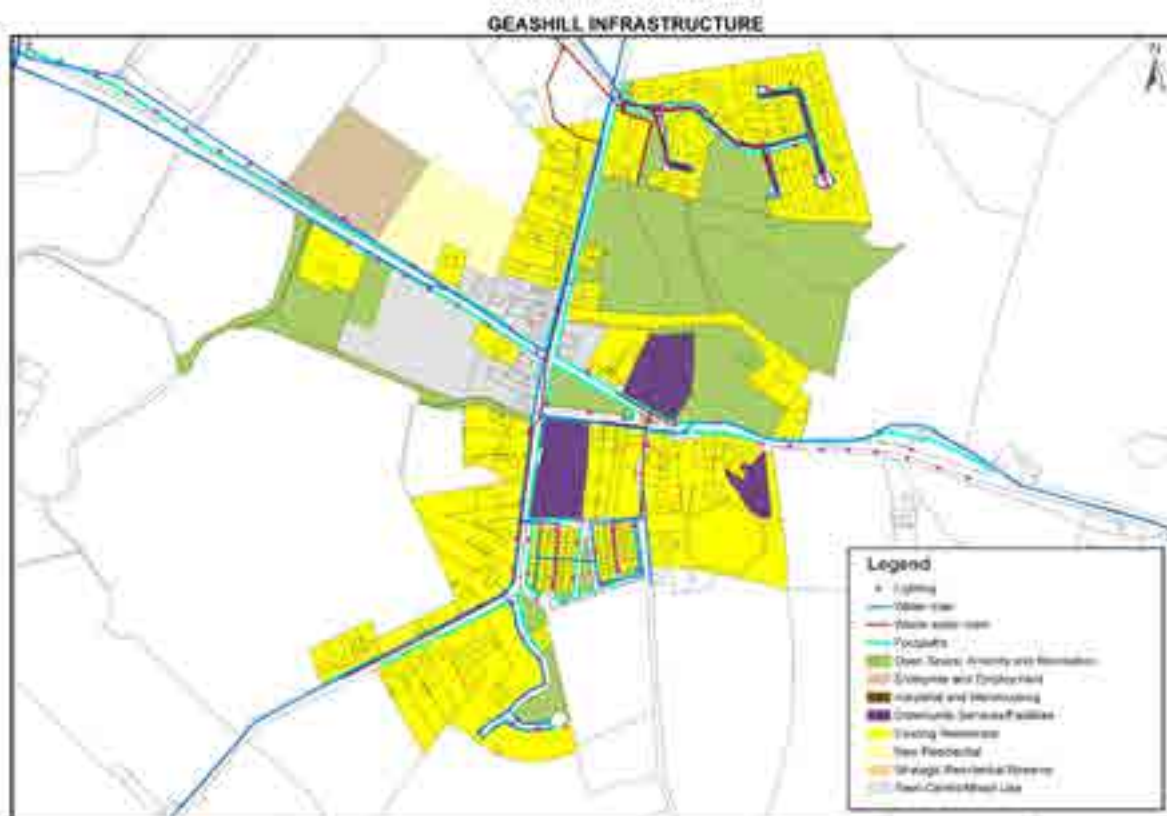
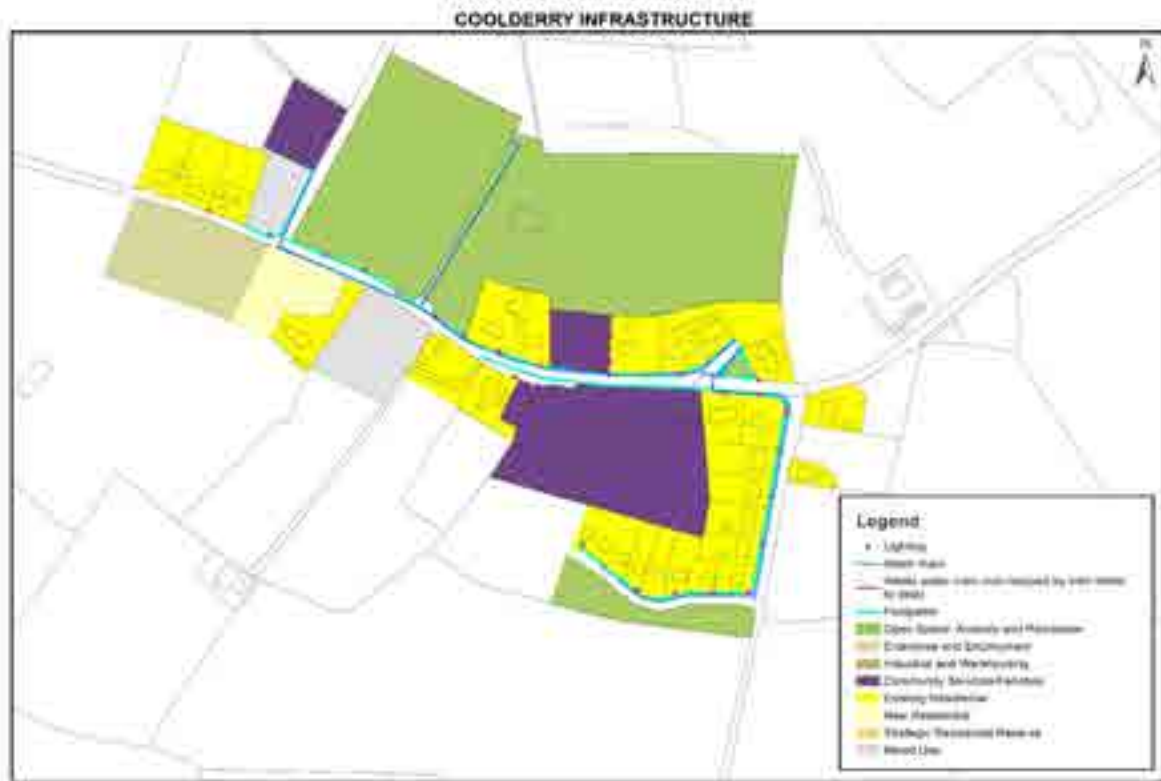


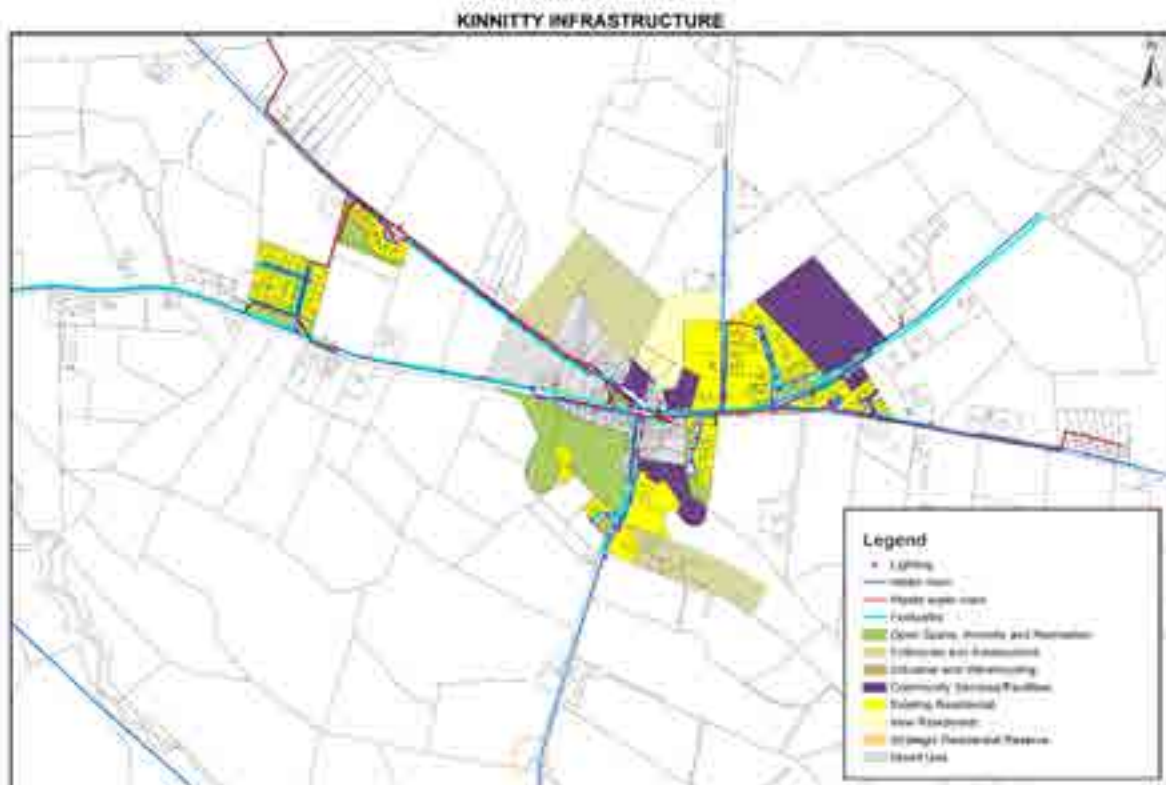
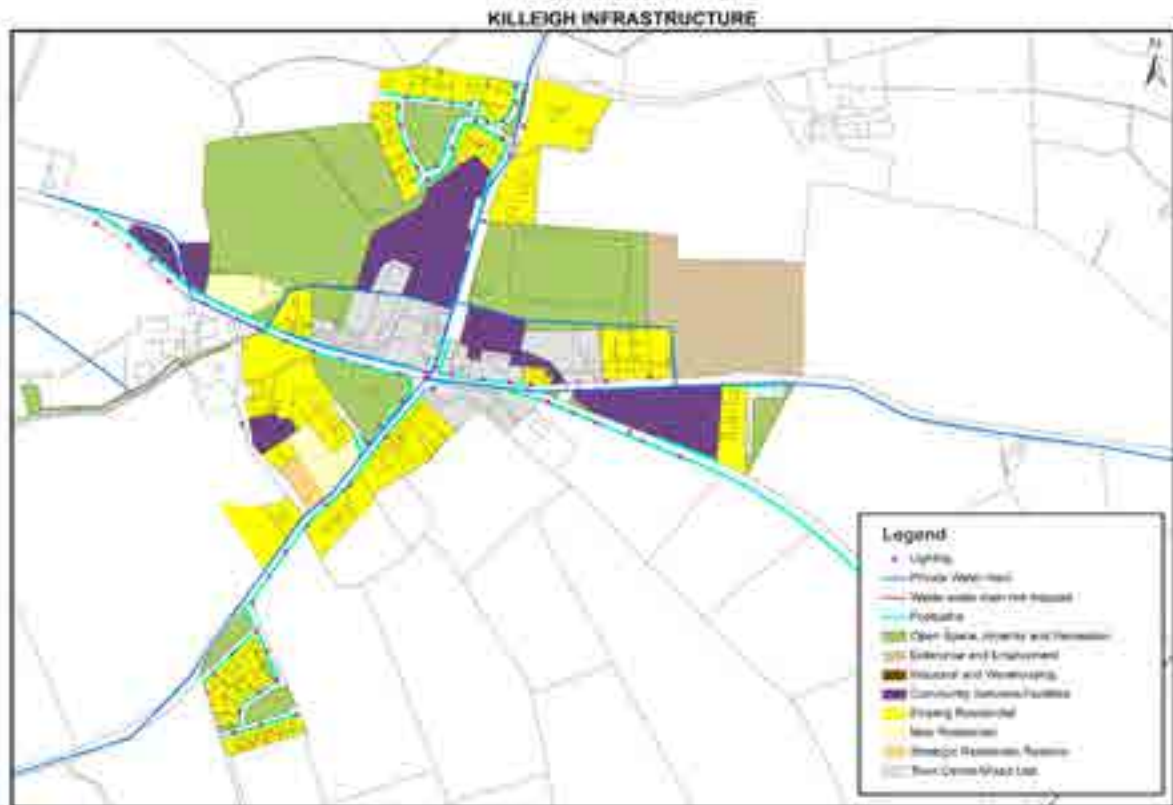


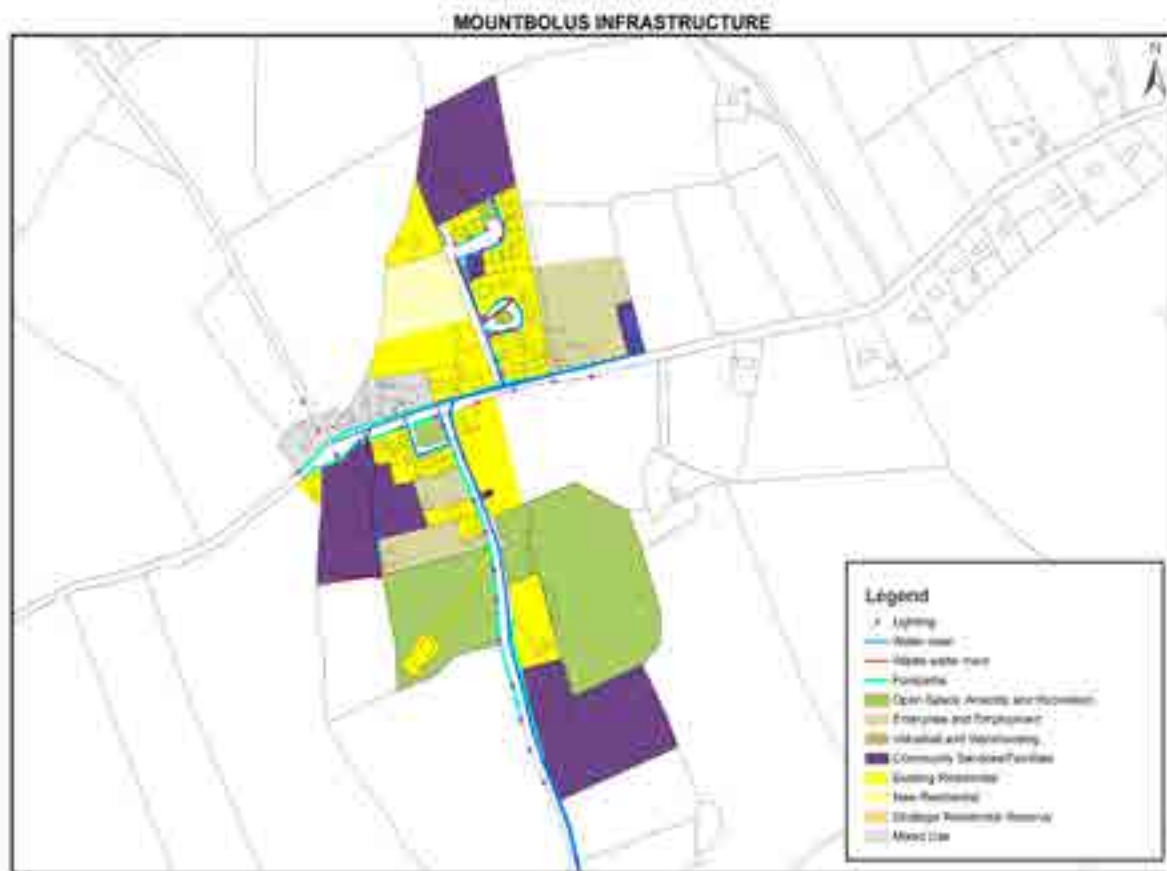


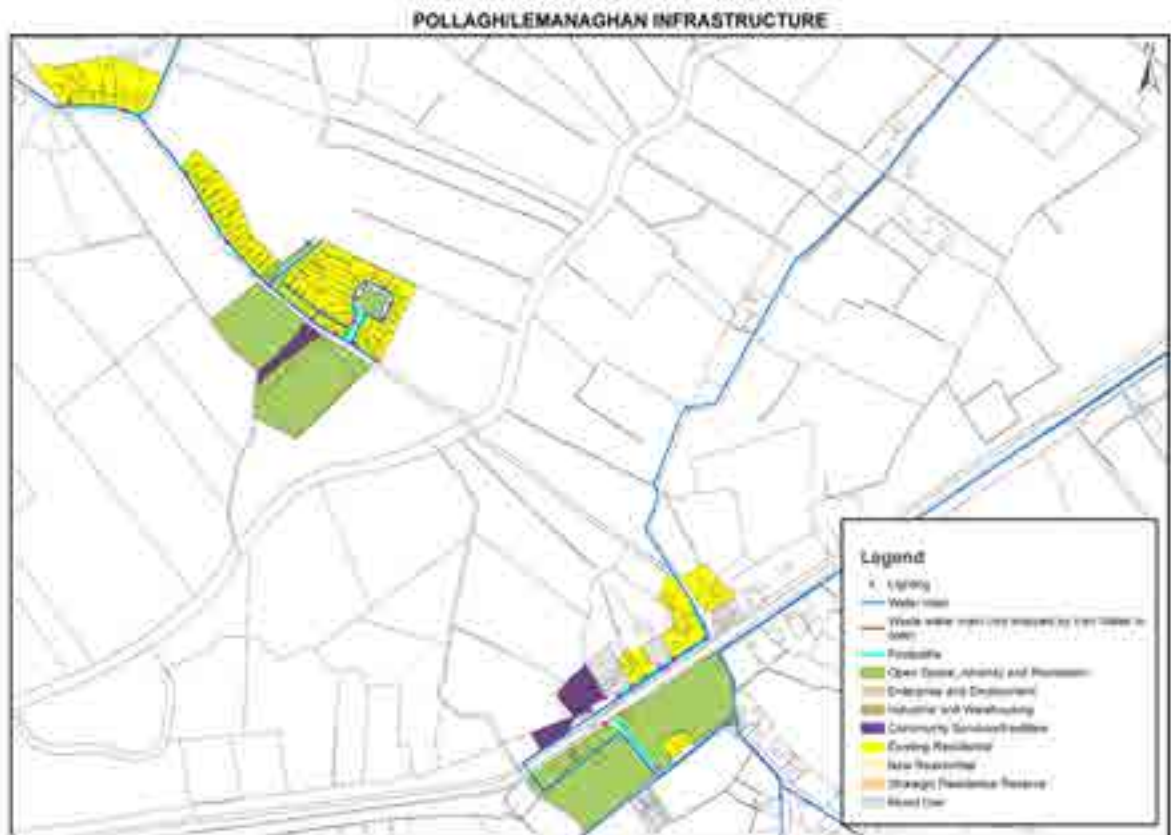
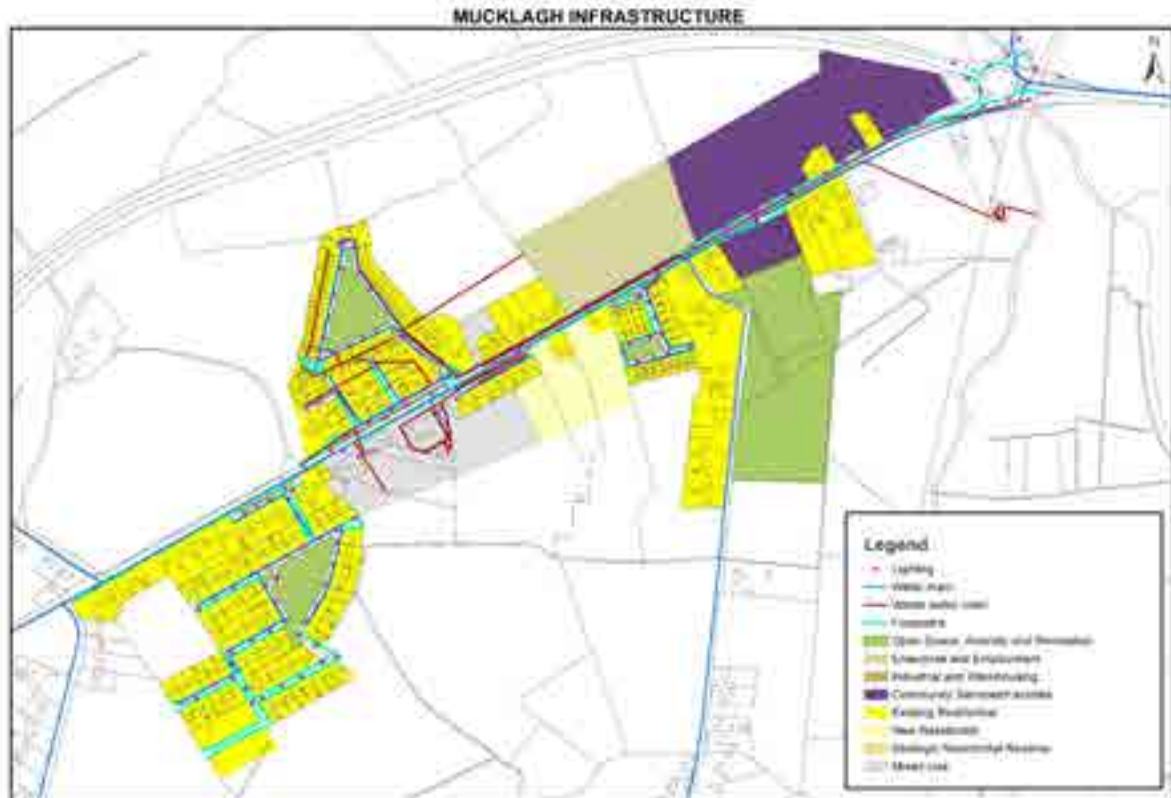


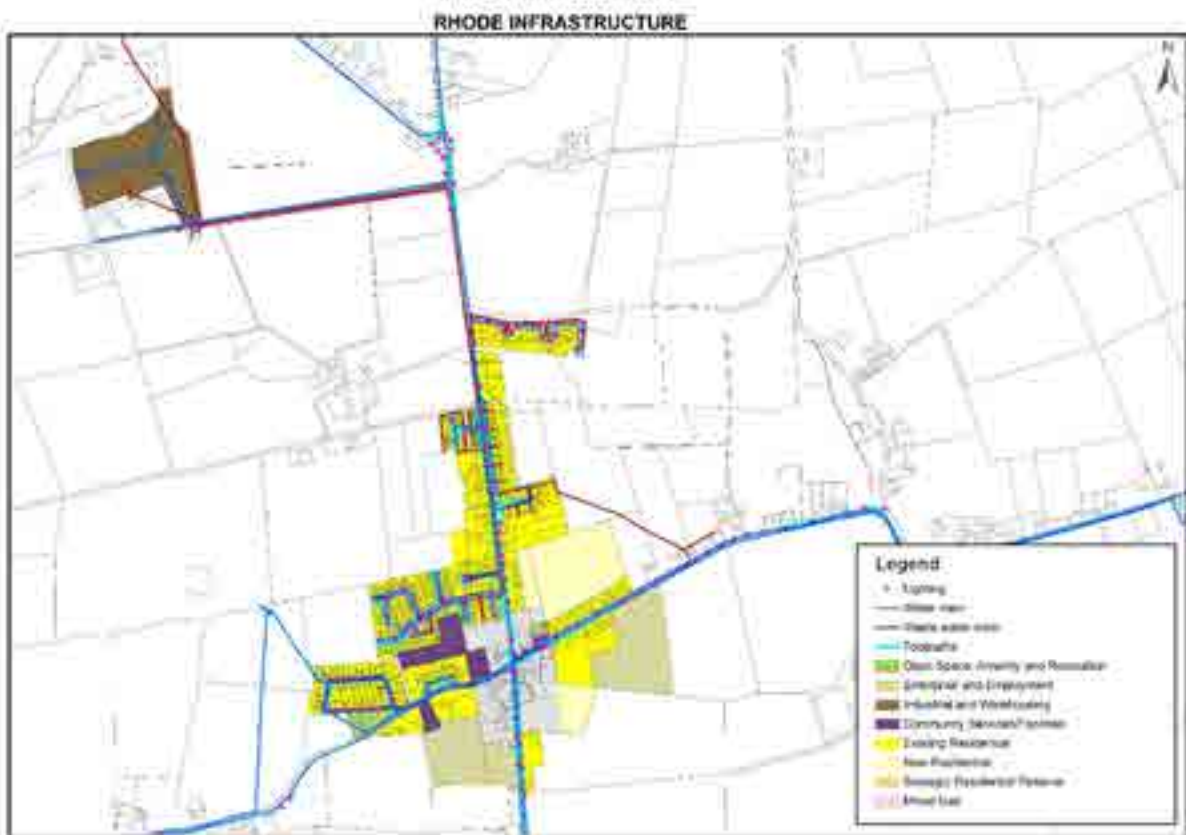
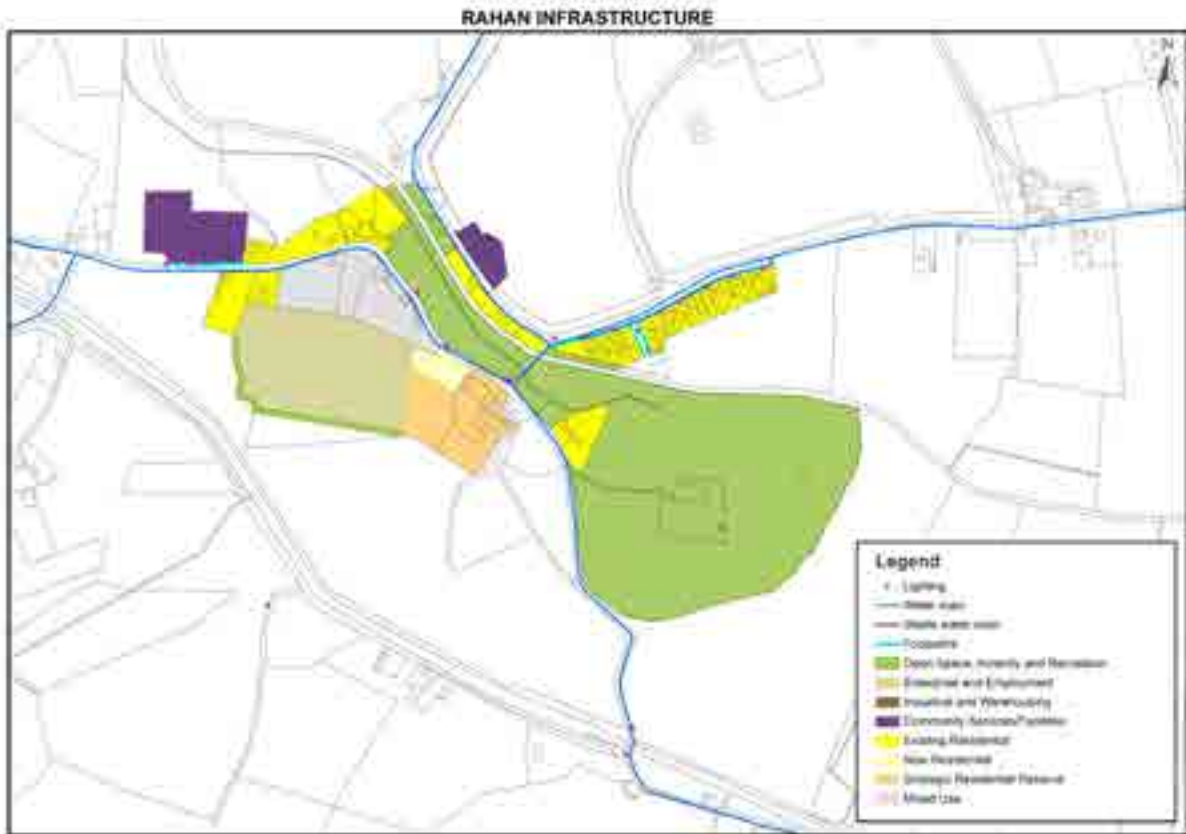


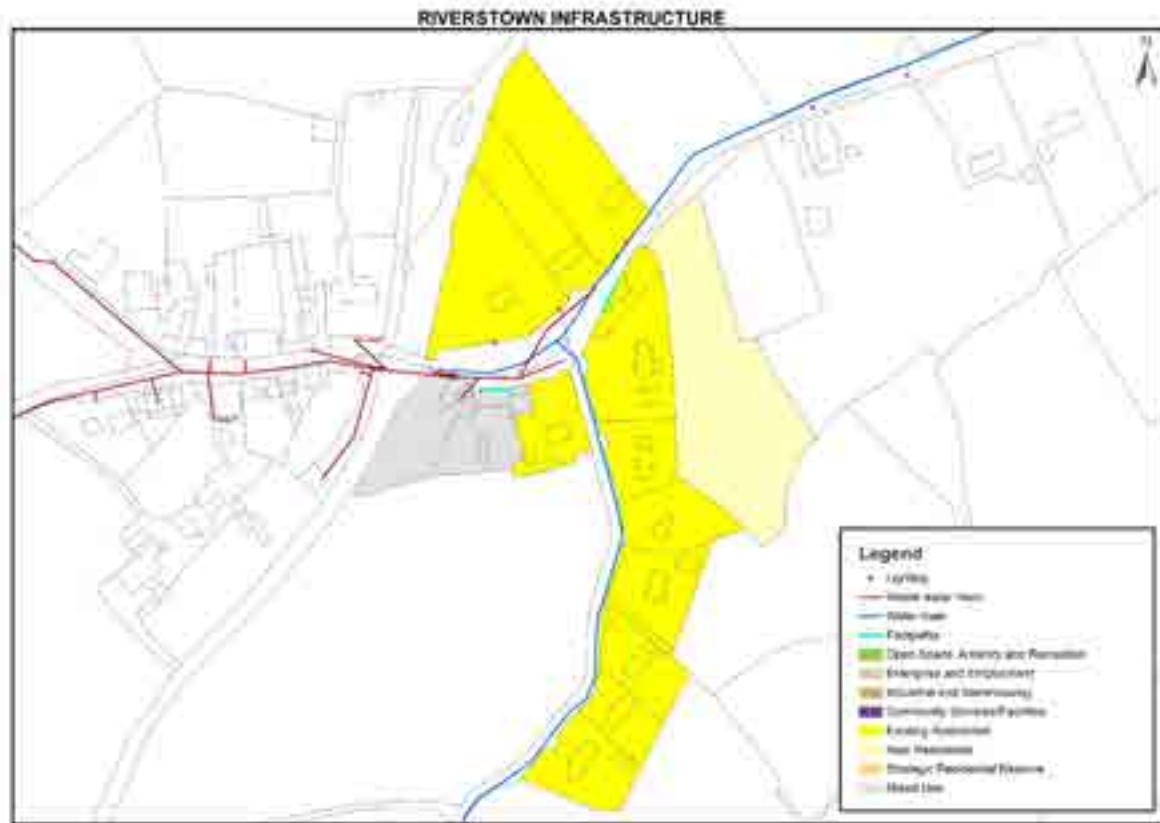




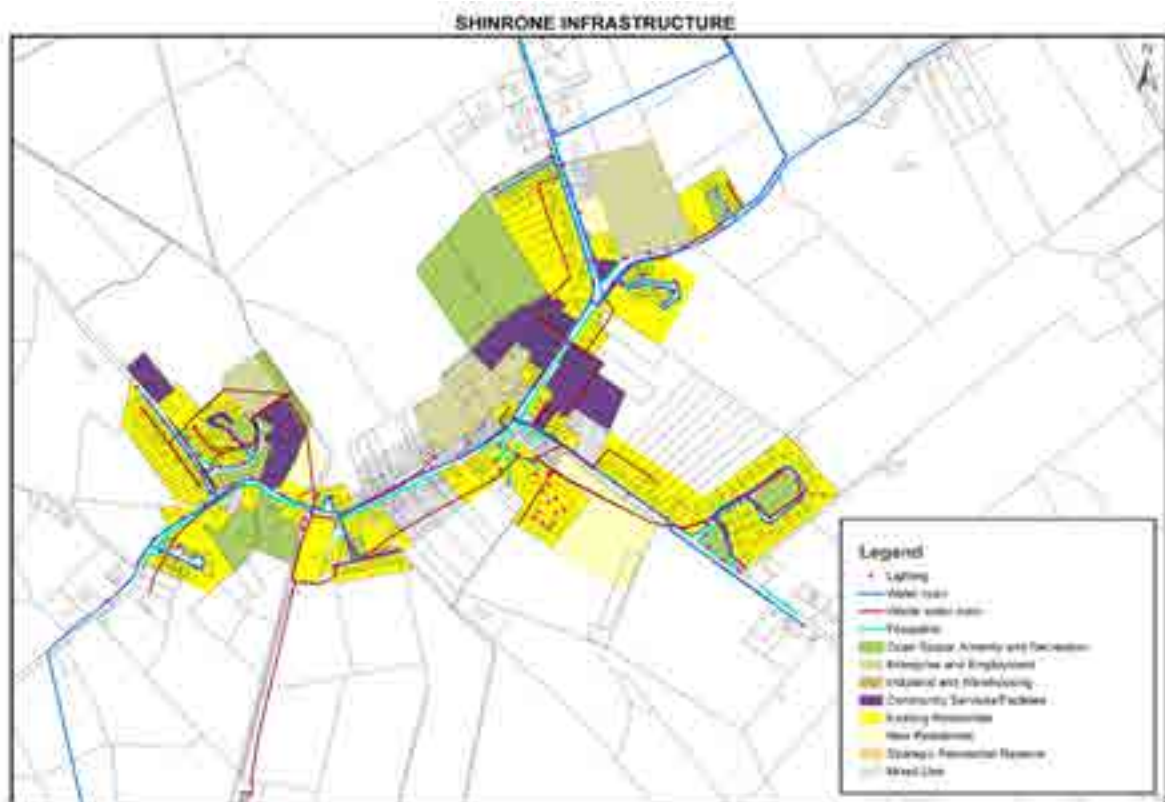
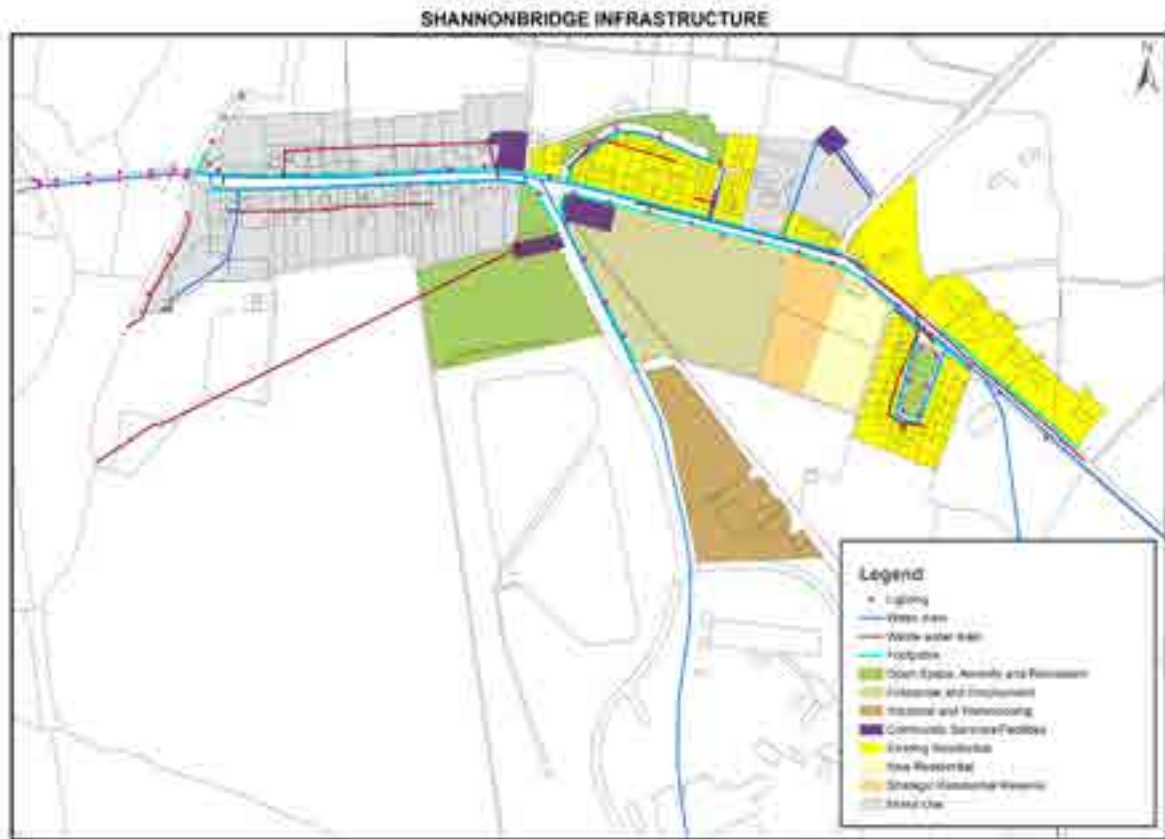


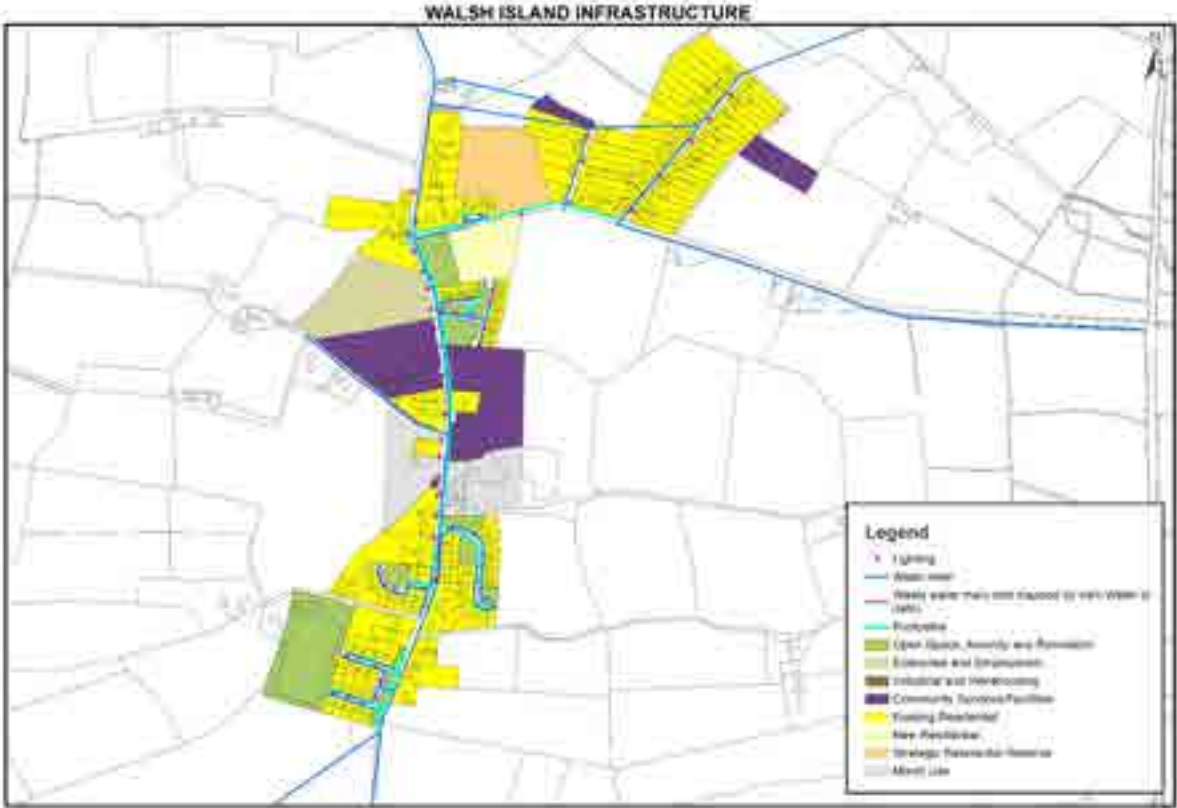












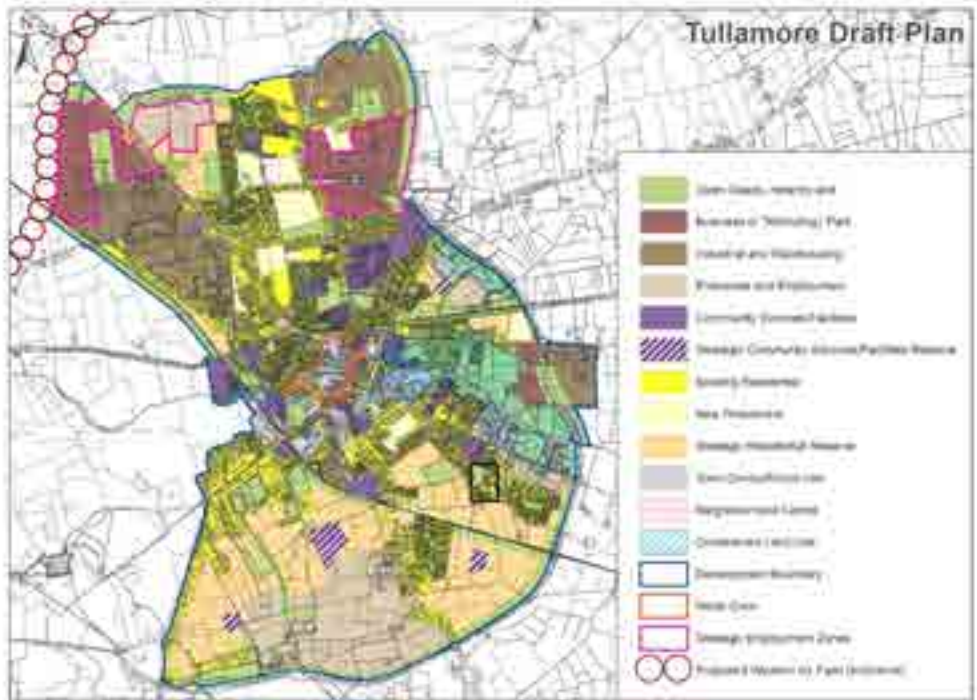
## 3 Volume 2 – Settlement Plans

### 3.1 Towns

### 3.1.1 Tullamore

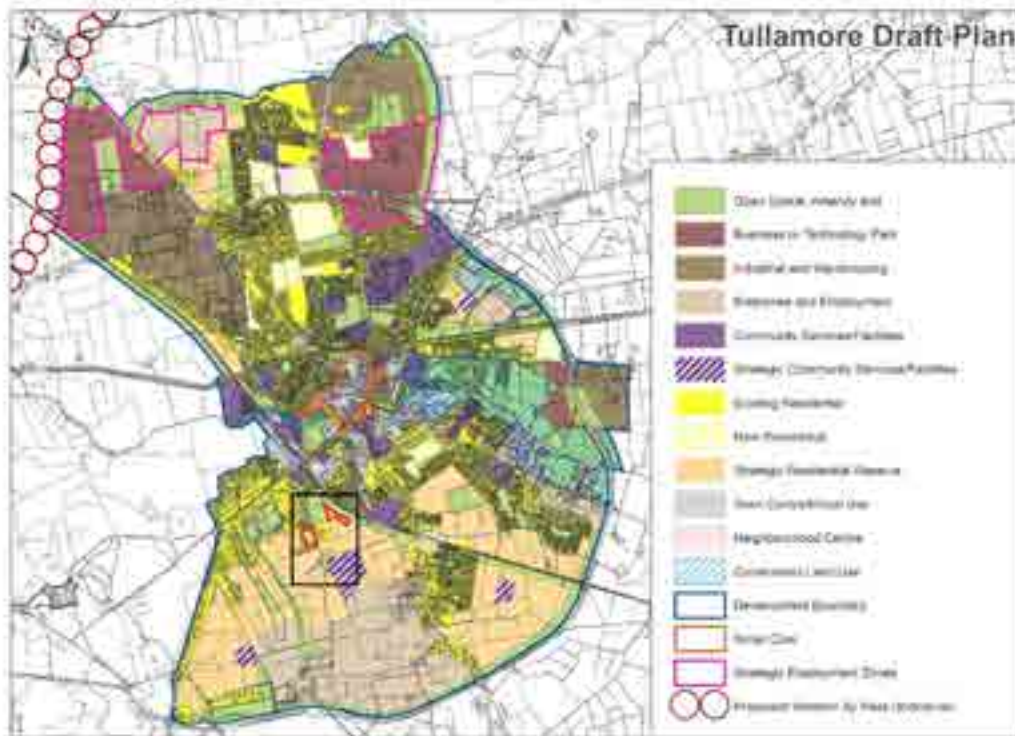
Reference Number	Section
MA261	Volume 2

**Zoning Amendment:**



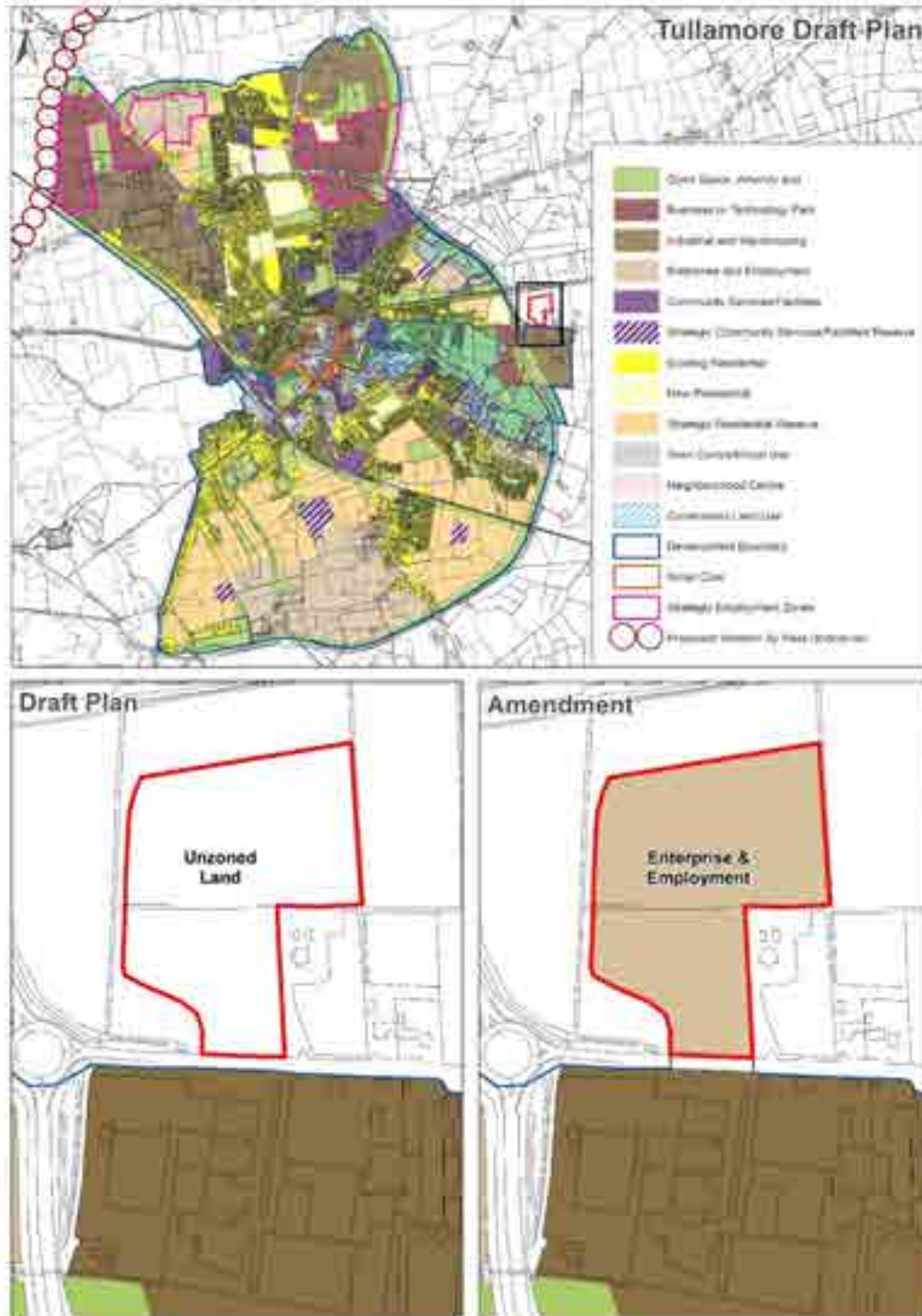
Reference Number	Section
MA262	Volume 2

**Zoning Amendment:**



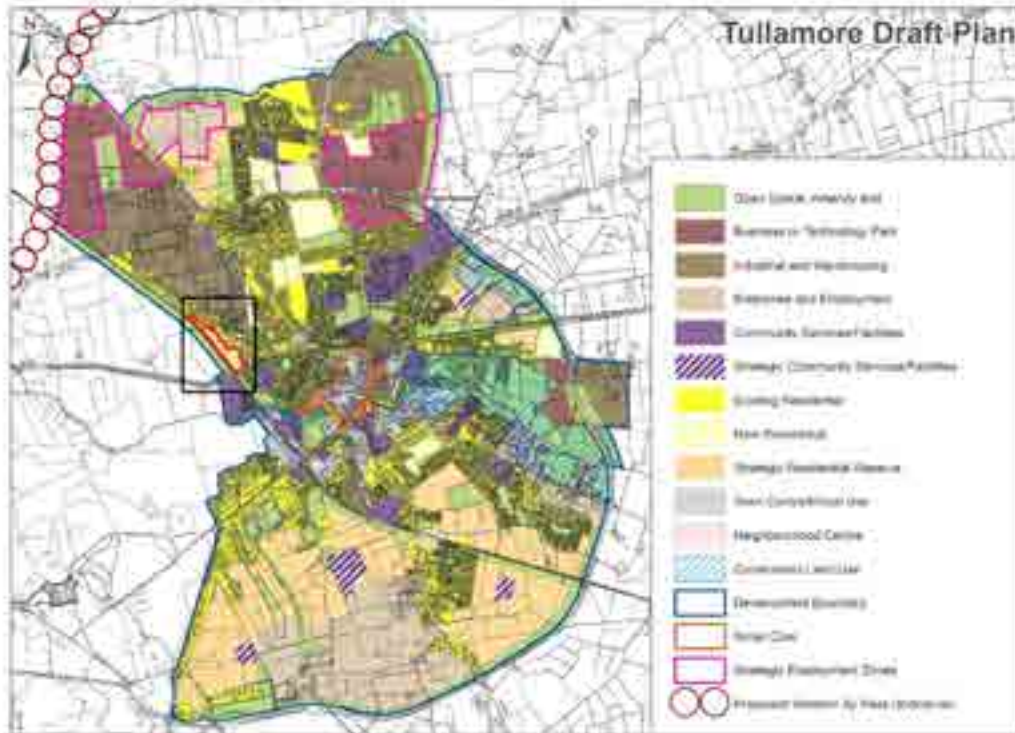
Reference Number	Section
MA263	Volume 2

**Zoning Amendment:**



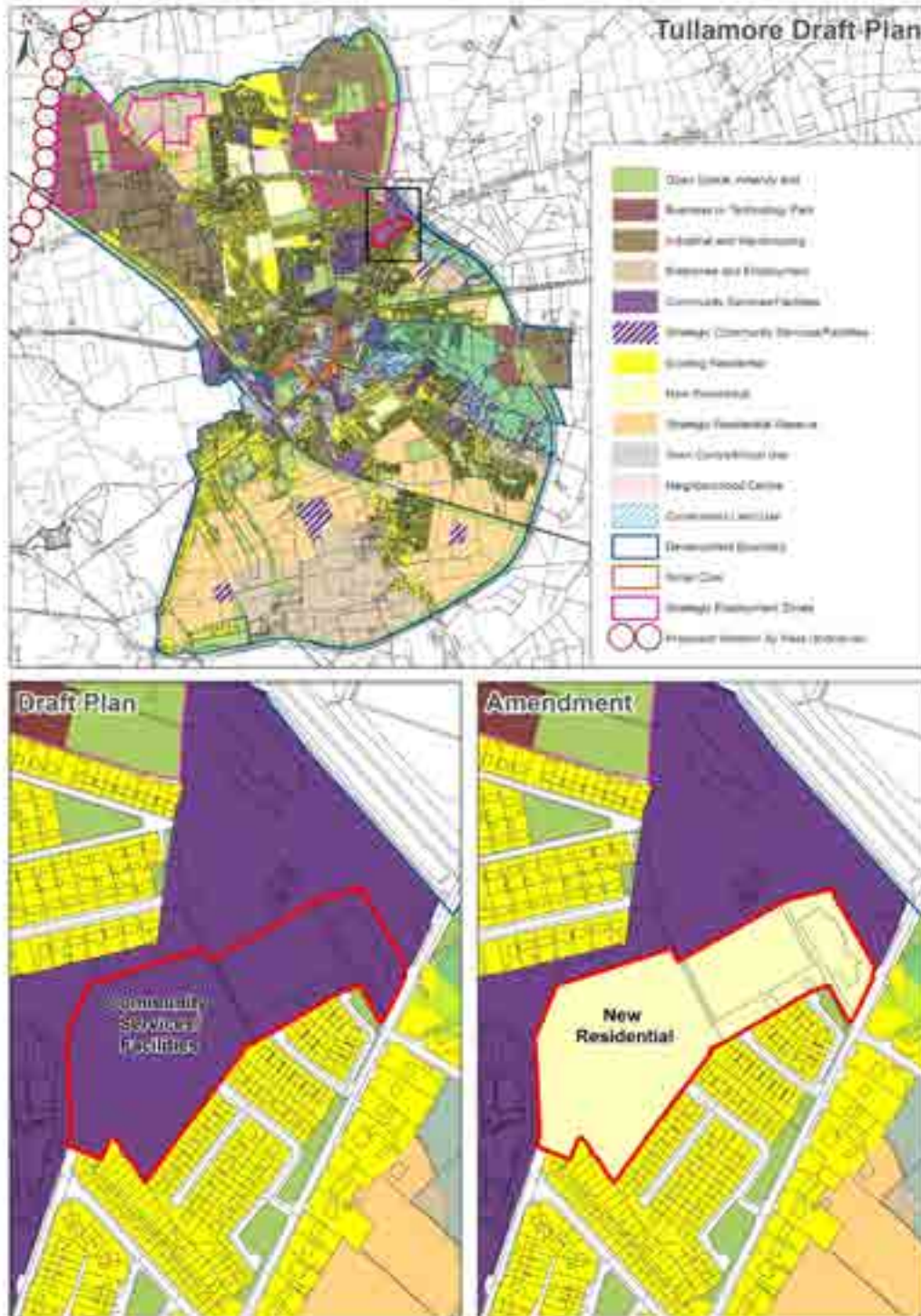
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MA264	Volume 2

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Reference Number	Section
MA265	Volume 2

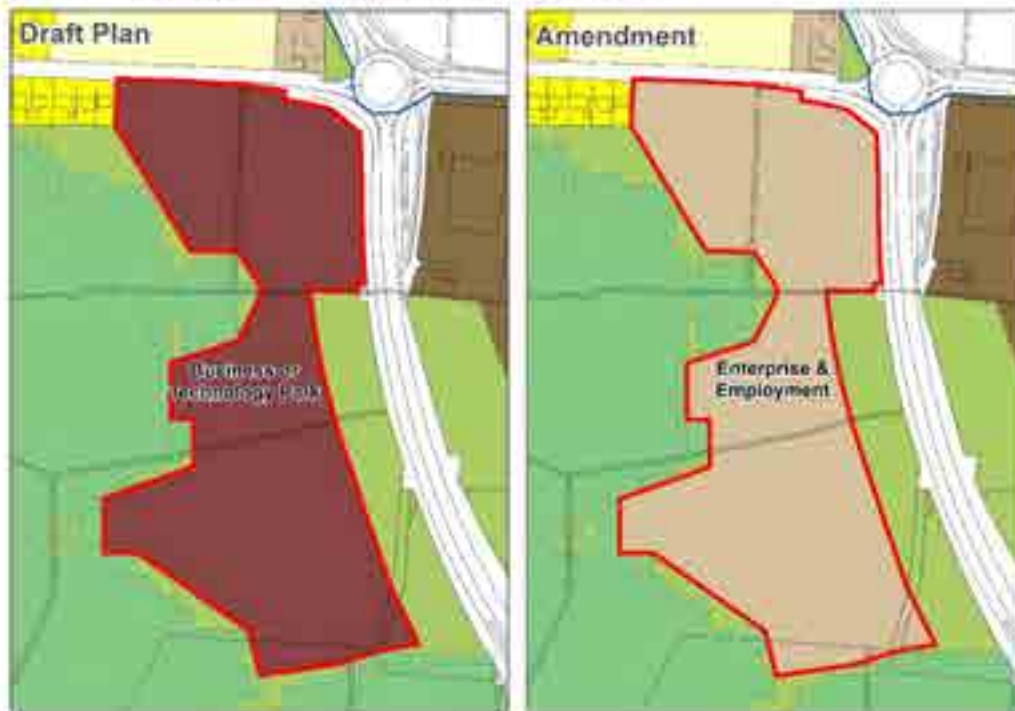
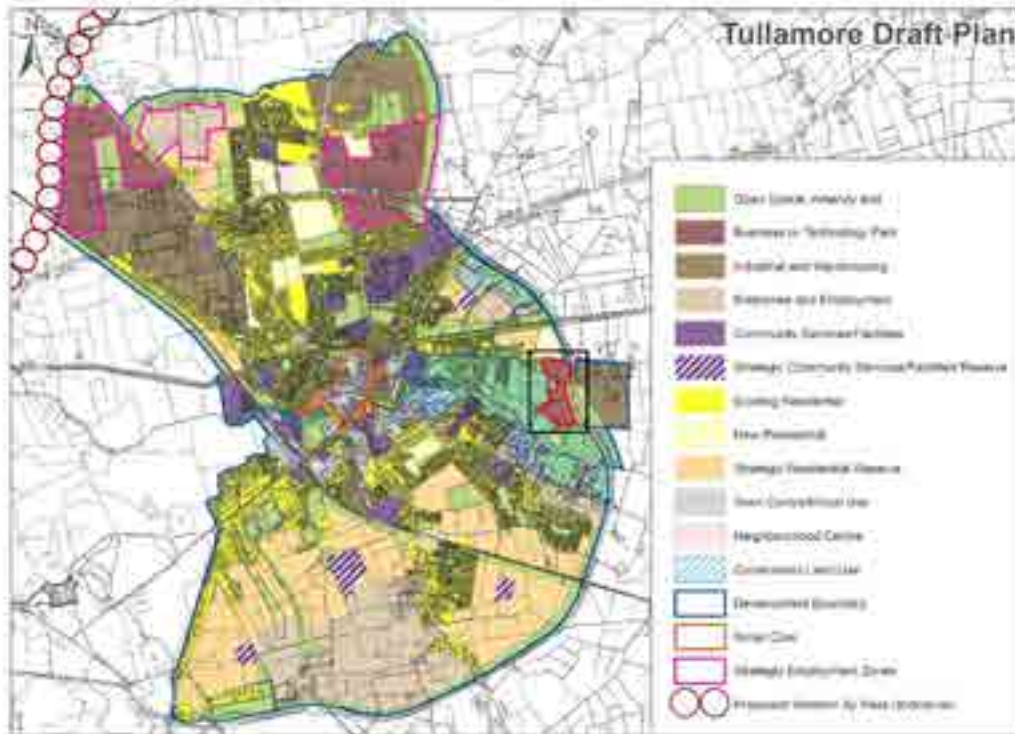
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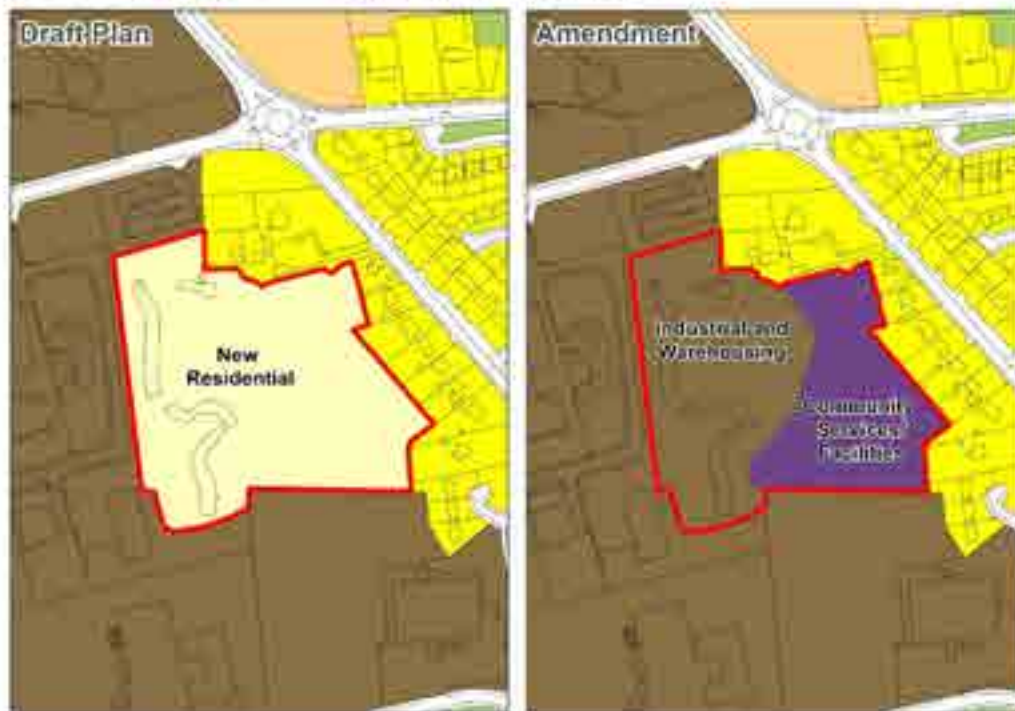
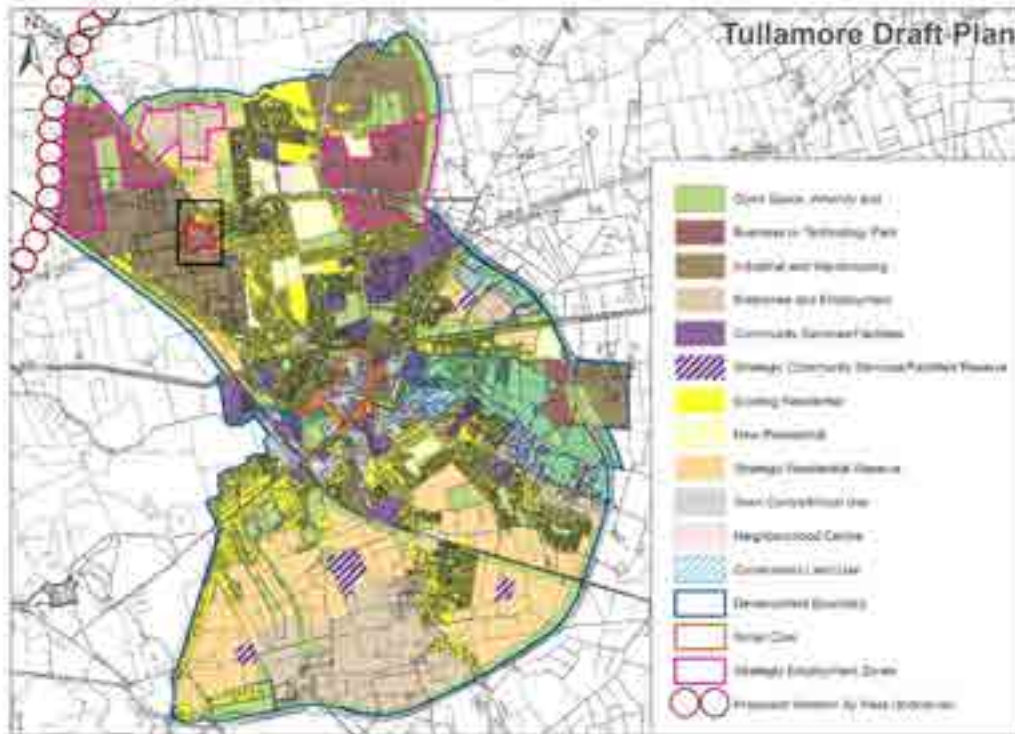
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MA266	Volume 2

**Zoning Amendment:**



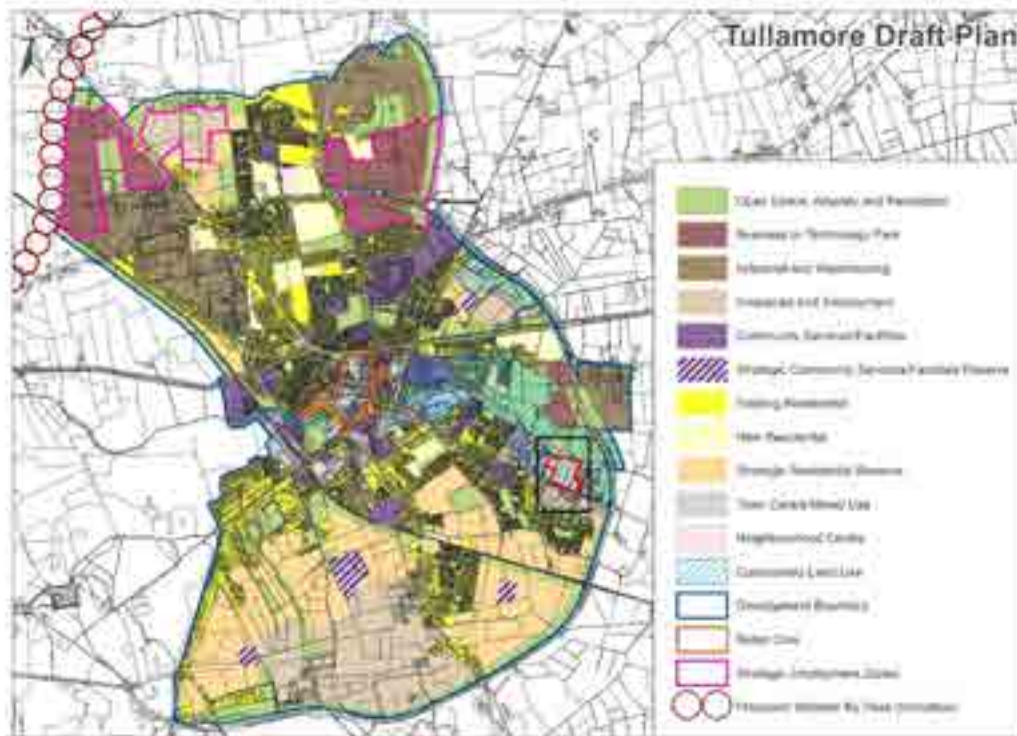
Reference Number	Section
MA267	Volume 2

**Zoning Amendment:**



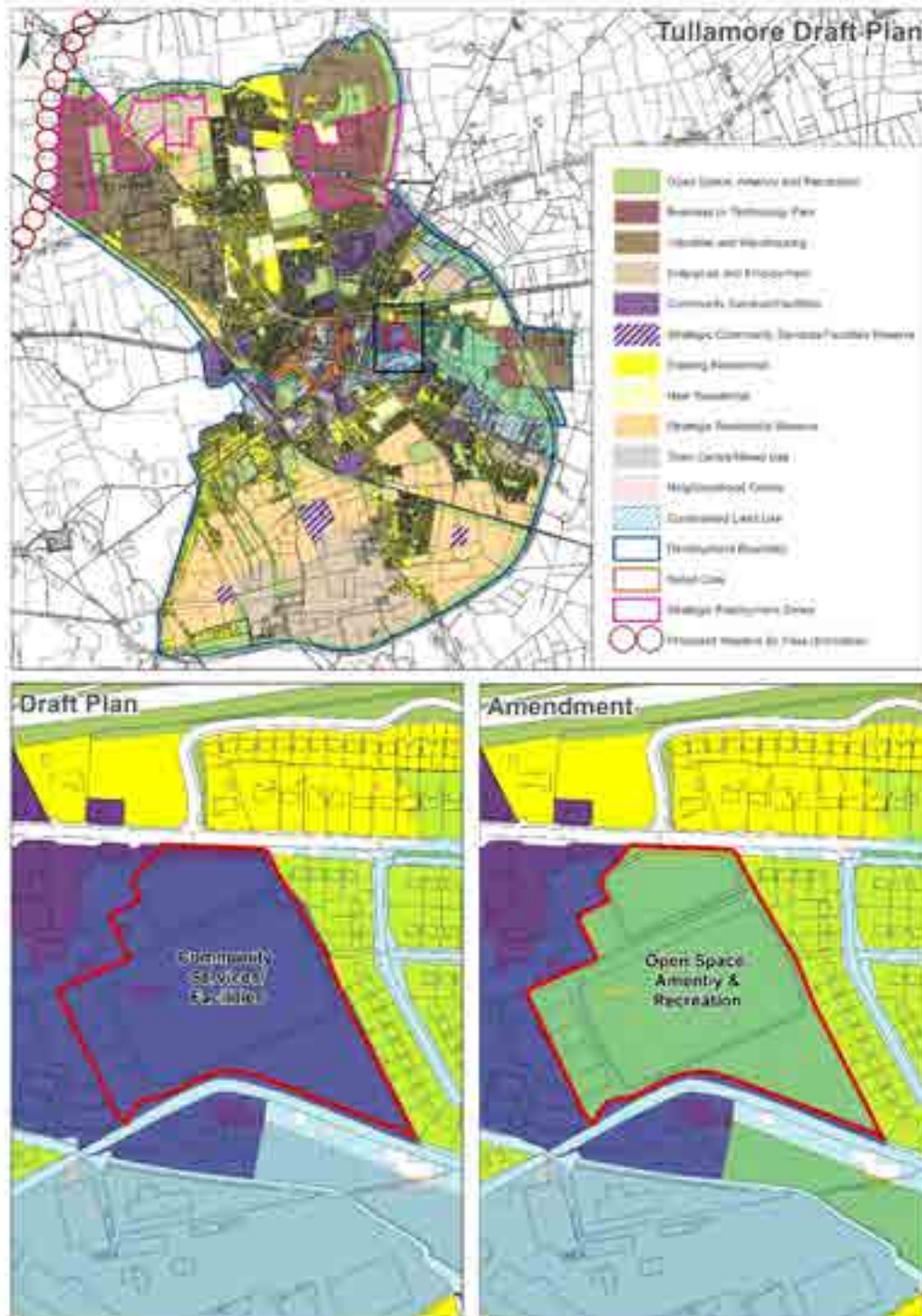
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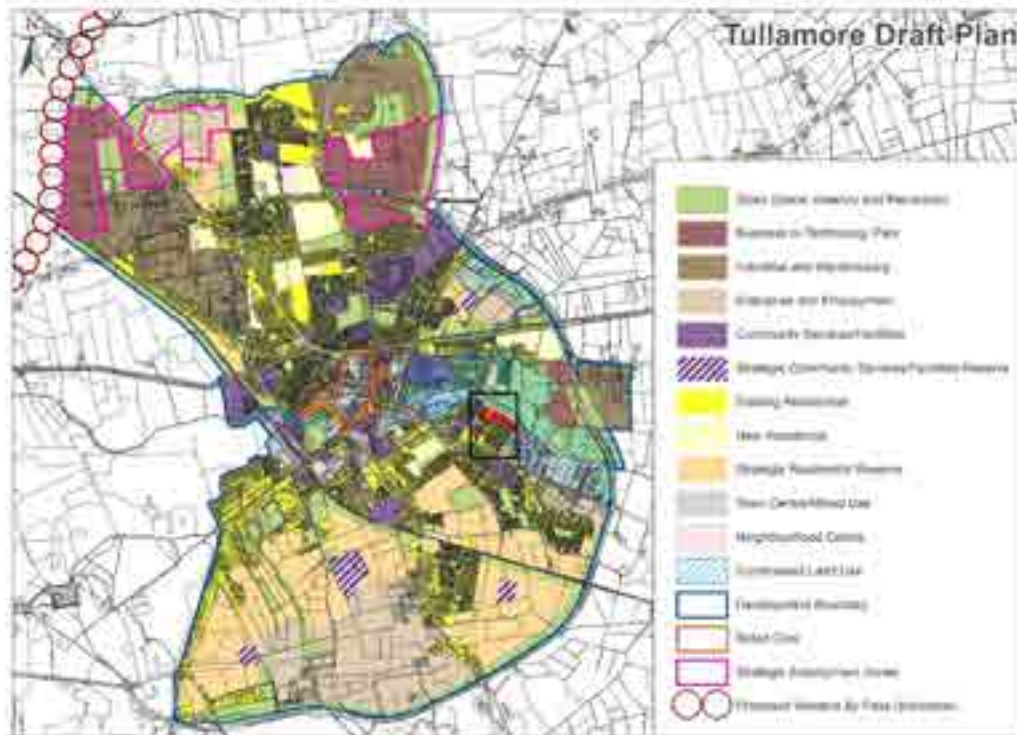
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MA269	Volume 2

**Zoning Amendment:**



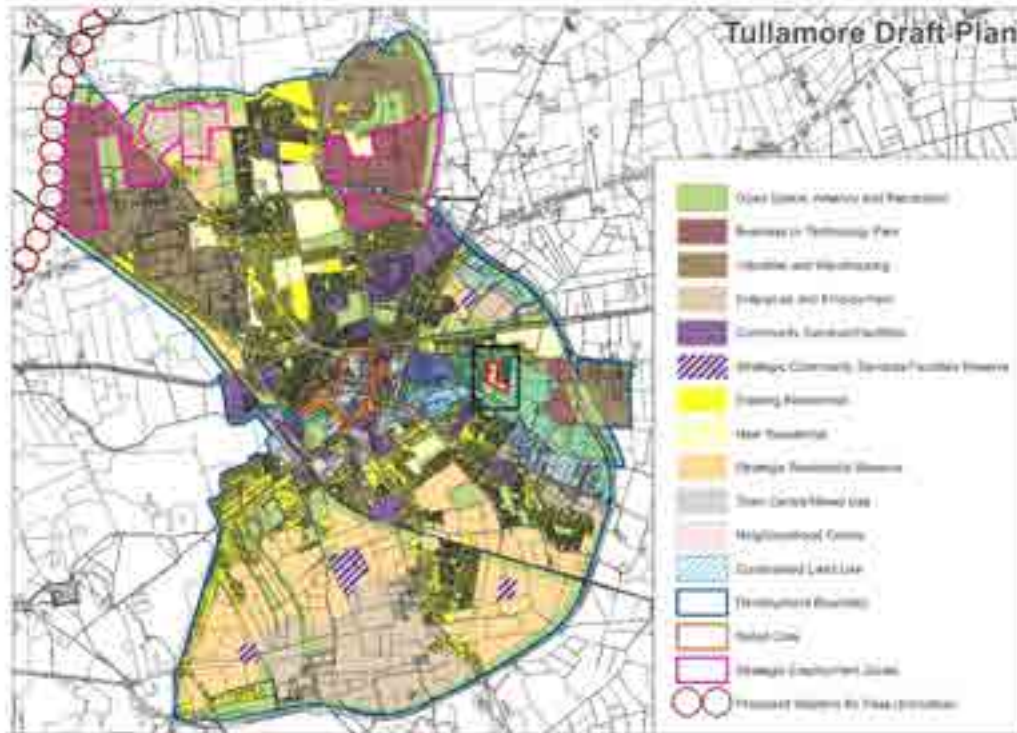
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MA270	Volume 2

**Zoning Amendment:**



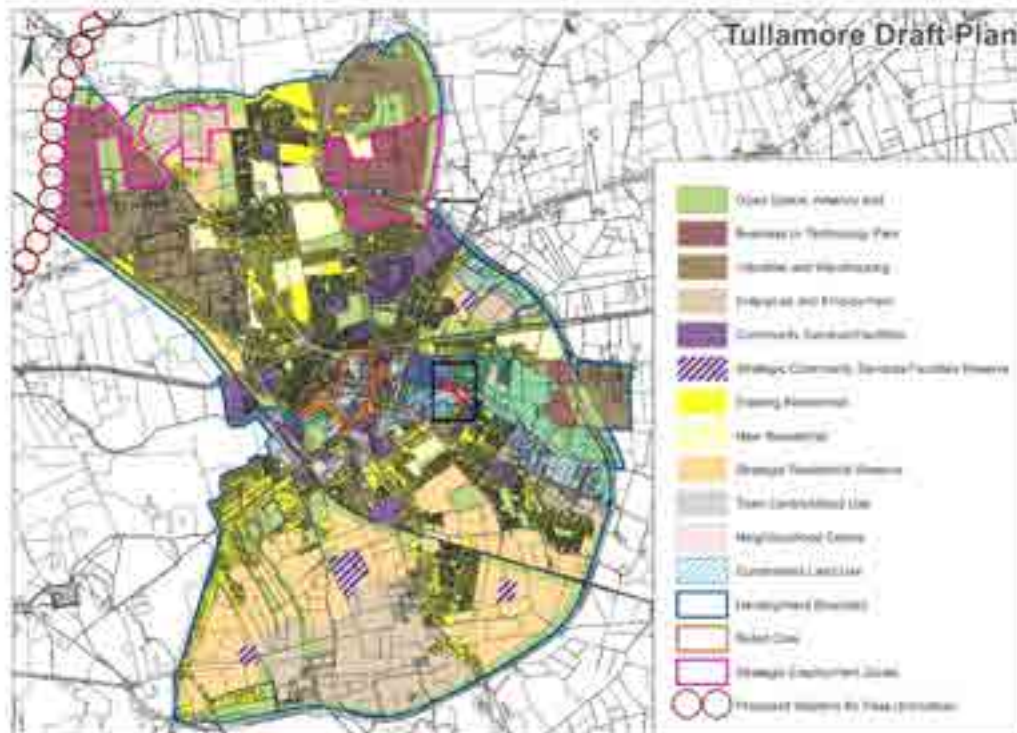
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MA271	Volume 2

**Zoning Amendment:**



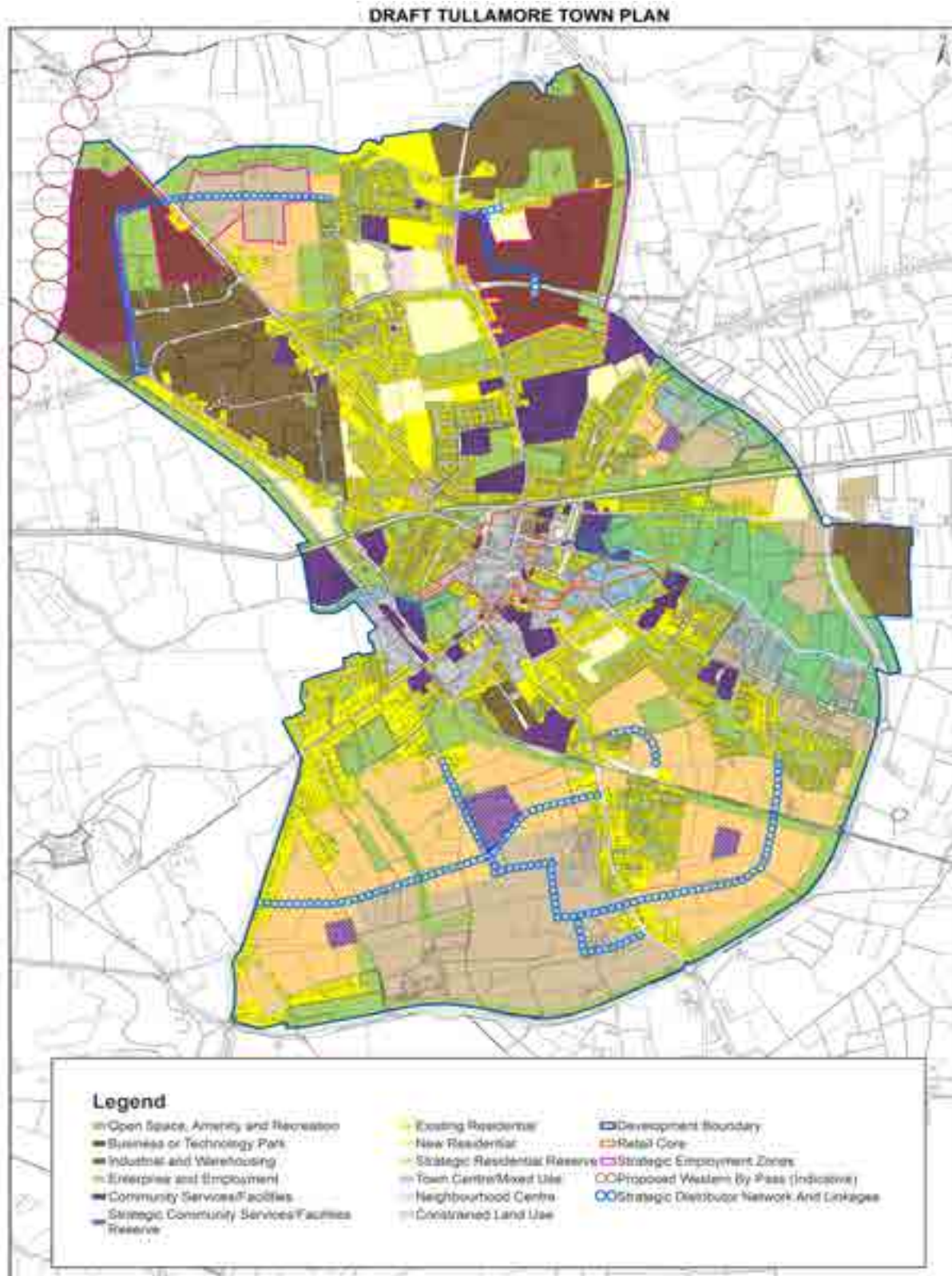
Reference Number	Section
MA272	Volume 2

**Zoning Amendment:**



Reference Number	Section
MA273	Volume 2: (Tullamore Town revised zoning map)

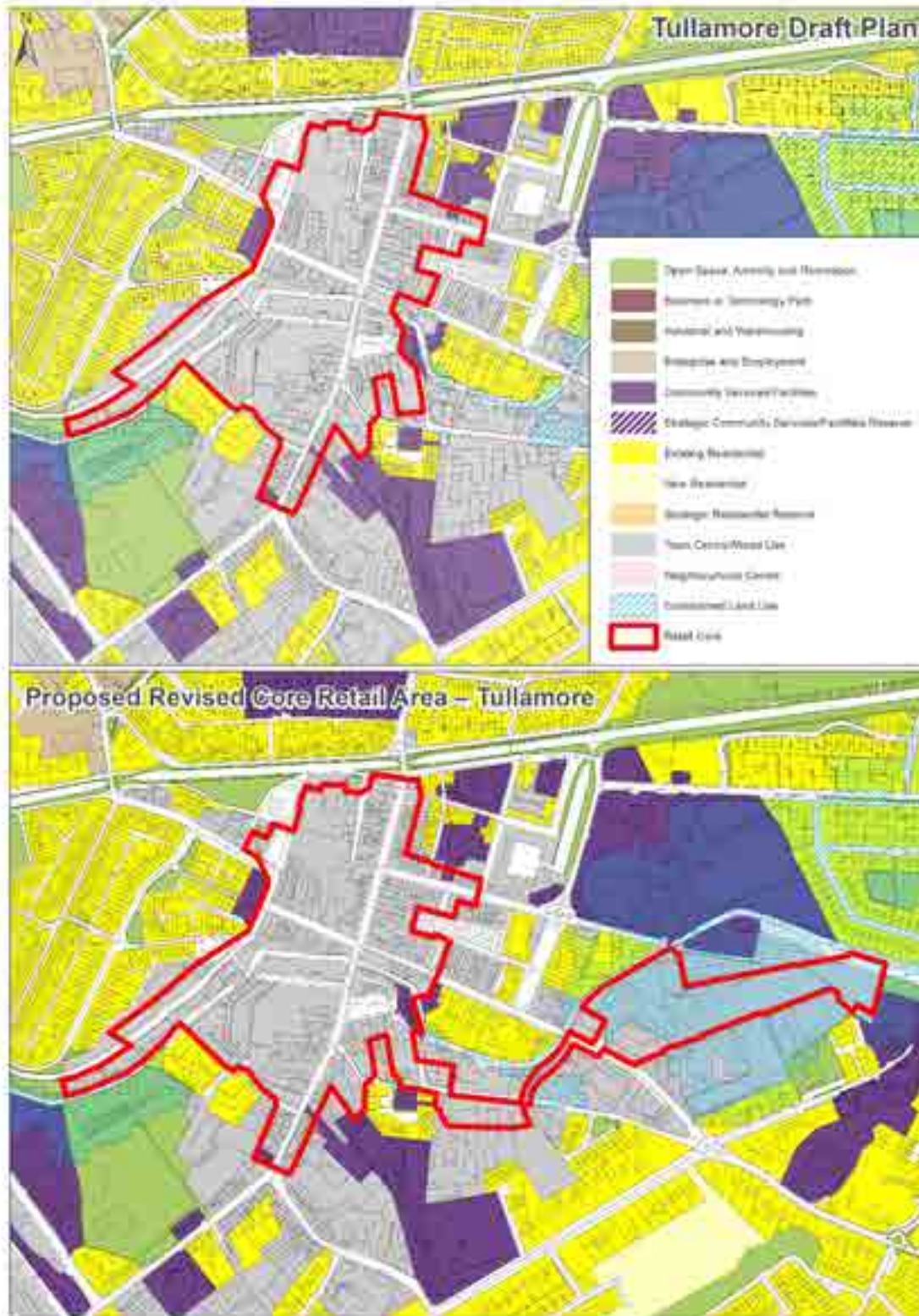
Mapping Amendment (showing distributor roads):





Reference Number	Section
MA274	Volume 2

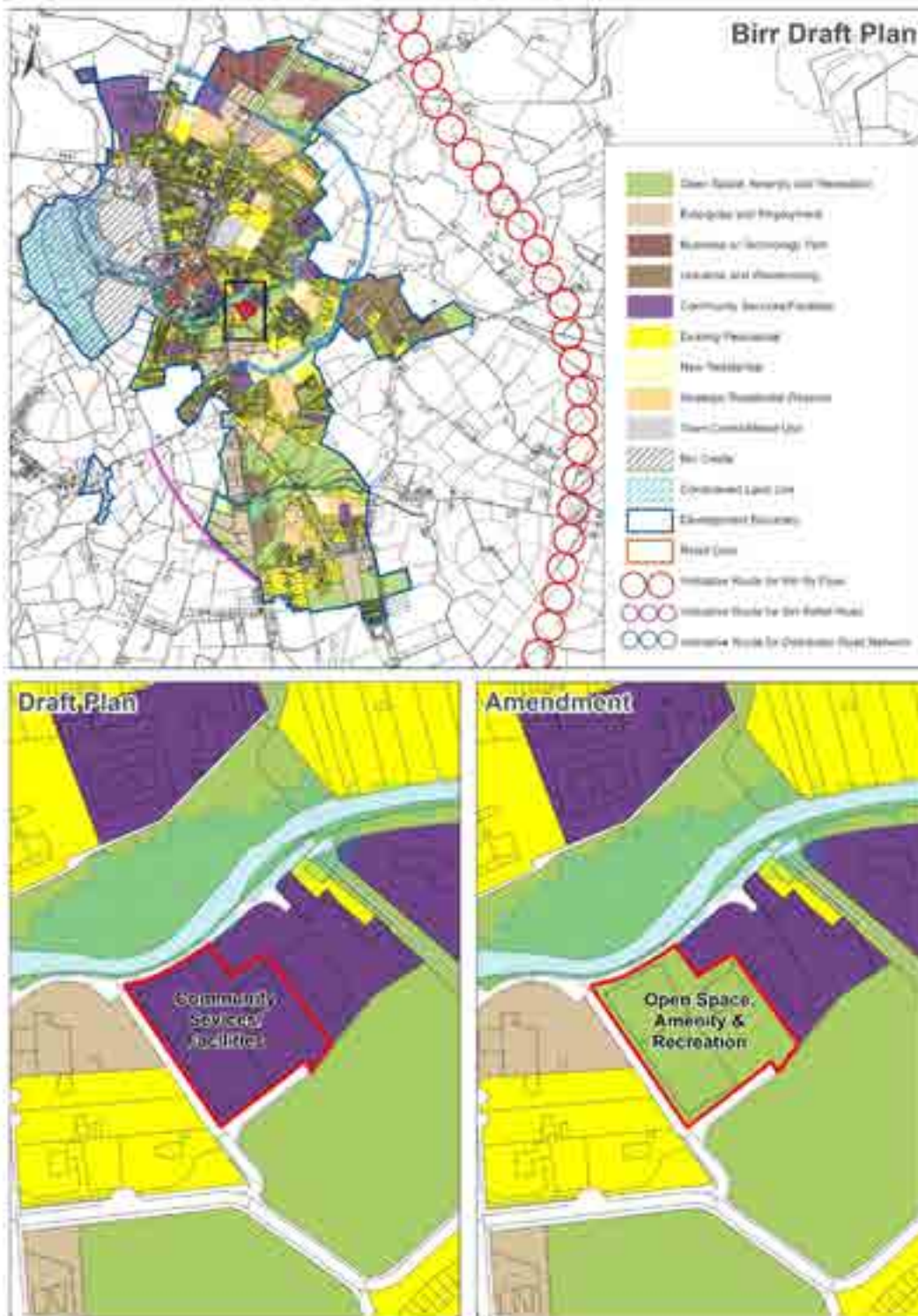
**Mapping Amendment:** Proposed Revised Core Retail Area - Tullamore



3.1.2 Birr & Crinkill

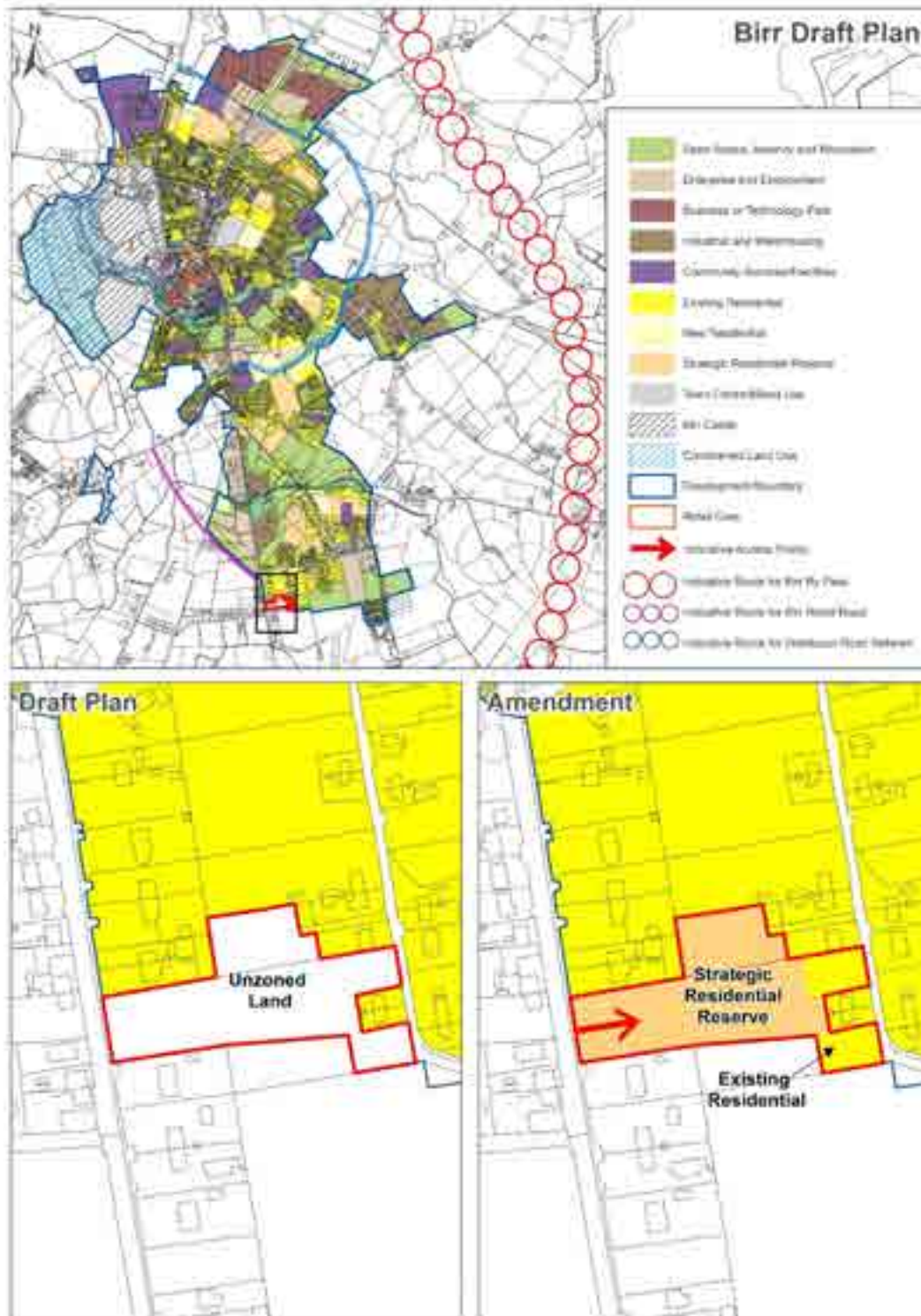
Reference Number	Section
MA275	Volume 2

Zoning Amendment:



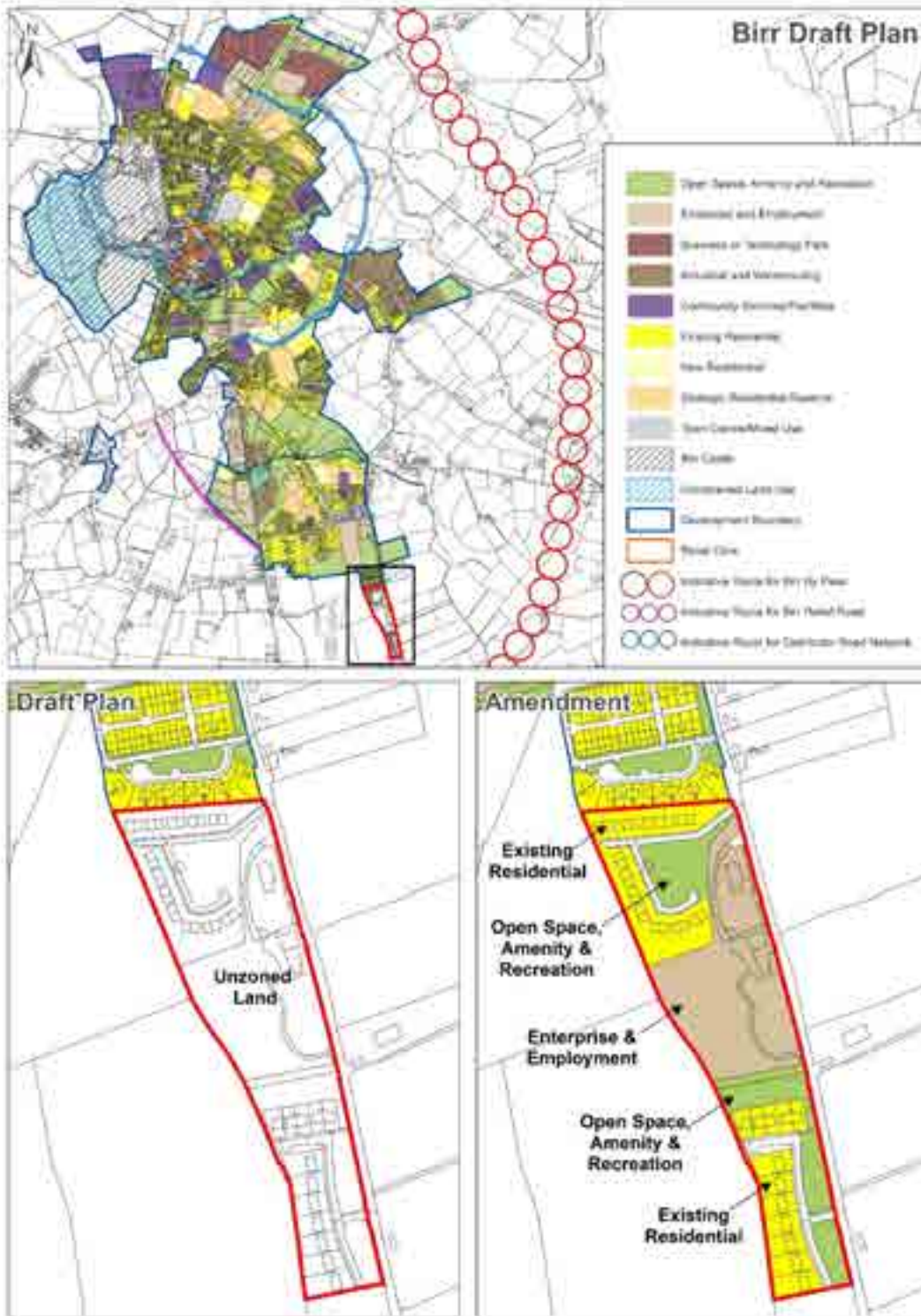
Reference Number	Section
MA276	Volume 2

**Zoning Amendment:**



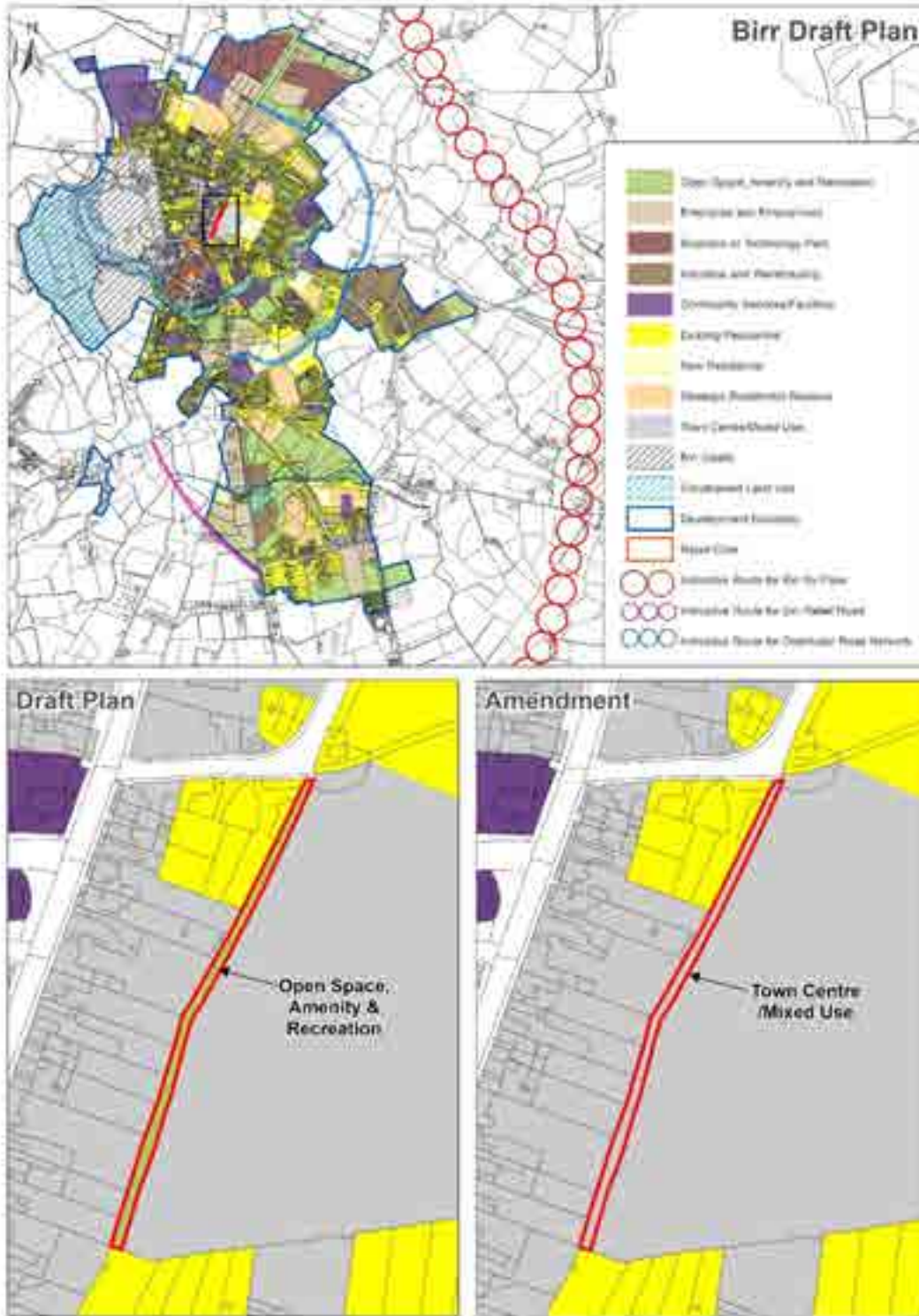
Reference Number	Section
MA277	Volume 2

**Zoning Amendment:**



Reference Number	Section
MA278	Volume 2

**Zoning Amendment:**



### 3.1.3 Banagher

Reference Number	Section
MA279	2.1.3 (Banagher Town Plan)

**Delete:**

~~Council will seek to continually improve the public realm in Banagher, identifying elements that contribute positively and maintaining them while seeking to identify and resolve issues that detract from the quality of the public realm.~~

Reference Number	Section
MA280	2.4.1 (Banagher Town Plan)

**Delete and Insert:**

~~NHO~~ prefix for objectives relating to Biodiversity and Landscape

~~BLO~~ prefix for objectives relating to Biodiversity and Landscape

Reference Number	Section
MA281	2.6 (Banagher Town Plan)

**Insert:**

#### 2.6 **Critical** Infrastructure

Reference Number	Section
MA282	2.6 (Banagher Town Plan)

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

Reference Number	Section
MA283	2.6.1 (Banagher Town Plan)

**Delete and Insert:**

#### 2.6.1 **Movement and** ~~Transport~~ **Connectivity**

The Sustainable Transport Strategy chapter (Chapter 8) in the draft Plan examines county level data on modal split and identifies the need to reduce the reliance on the private car by promoting and facilitating more sustainable modes of transport and supporting development in locations that would reduce the need to travel. The Council seeks ~~to reduce travel demand by integrating land use and transportation and~~ to promote sustainable mobility including walking, cycling and public transport, in order to create a sustainable settlement pattern and environmentally sustainable town. It is also important that Banagher maintains good transportation linkages to surrounding urban and rural areas, which is a contributing factor to its future growth.

The graphs in Figure 2.15 show the modal share for trips generated at various distances travelled from and within Banagher for work and education. The graphs are based on data derived from Census 2016, and provide a baseline to inform objectives in this Town Plan, which seek to improve the modal share away from private car and in favour of walking, cycling and public transport.

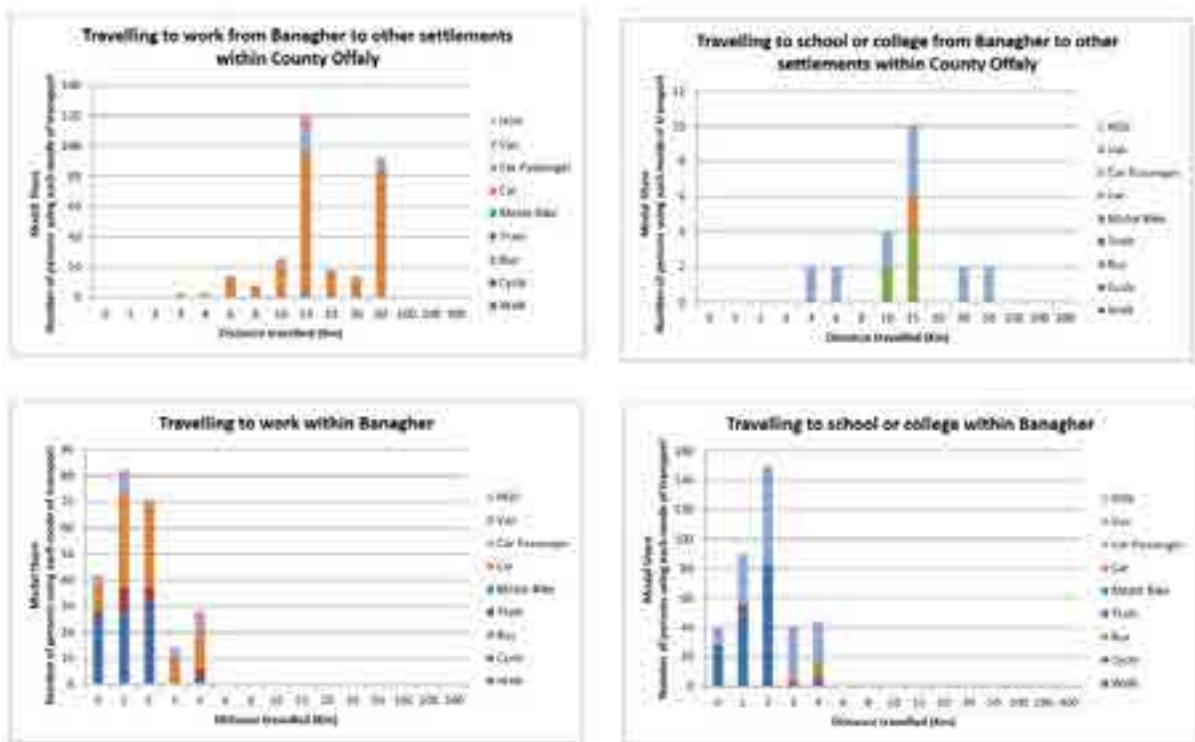


Figure 2.15 Modal Share of trip generation in Banagher

The graphs in Figure 2.15 indicate the following statistics:

- For journeys to work in which the trip is from Banagher to another settlement within County Offaly, 69% of trips are less than 30km with the remaining being less than 50km; 90% of workers travel either by private car or a passenger in a private car; 0% travel by public transport.
- For journeys to work in which the trip starts and ends in Banagher itself, 88% of trips are less than 3km; 50% of workers travel either by private car or a passenger in a private car; 37% walk and 9% cycle.
- For journeys to school/college in which the trip starts and ends in Banagher itself, 88% of trips are less than 3km; 47% of students travel as a passenger in a private car; 45% walk and 3% cycle.

In terms of work related journeys to other settlements within the county, the statistics support a review of local bus services in the county in terms of connections and frequency. In terms of work and schools trips within the town, while the statistics do show a relatively positive modal share in favour of walking, travel by private car still dominates modal share. As such, the data supports provision of / improvements to walking and cycling infrastructure and permeability within the town.

Critical infrastructure necessary to improve the modal share in favour of sustainable modes of transport is further discussed under separate headings below, with identified improvement measures supported by critical infrastructure objectives set out under Section 2.6.5 of this Town Plan.

Reference Number	Section
MA284	2.6.5 (Banagher Town Plan)

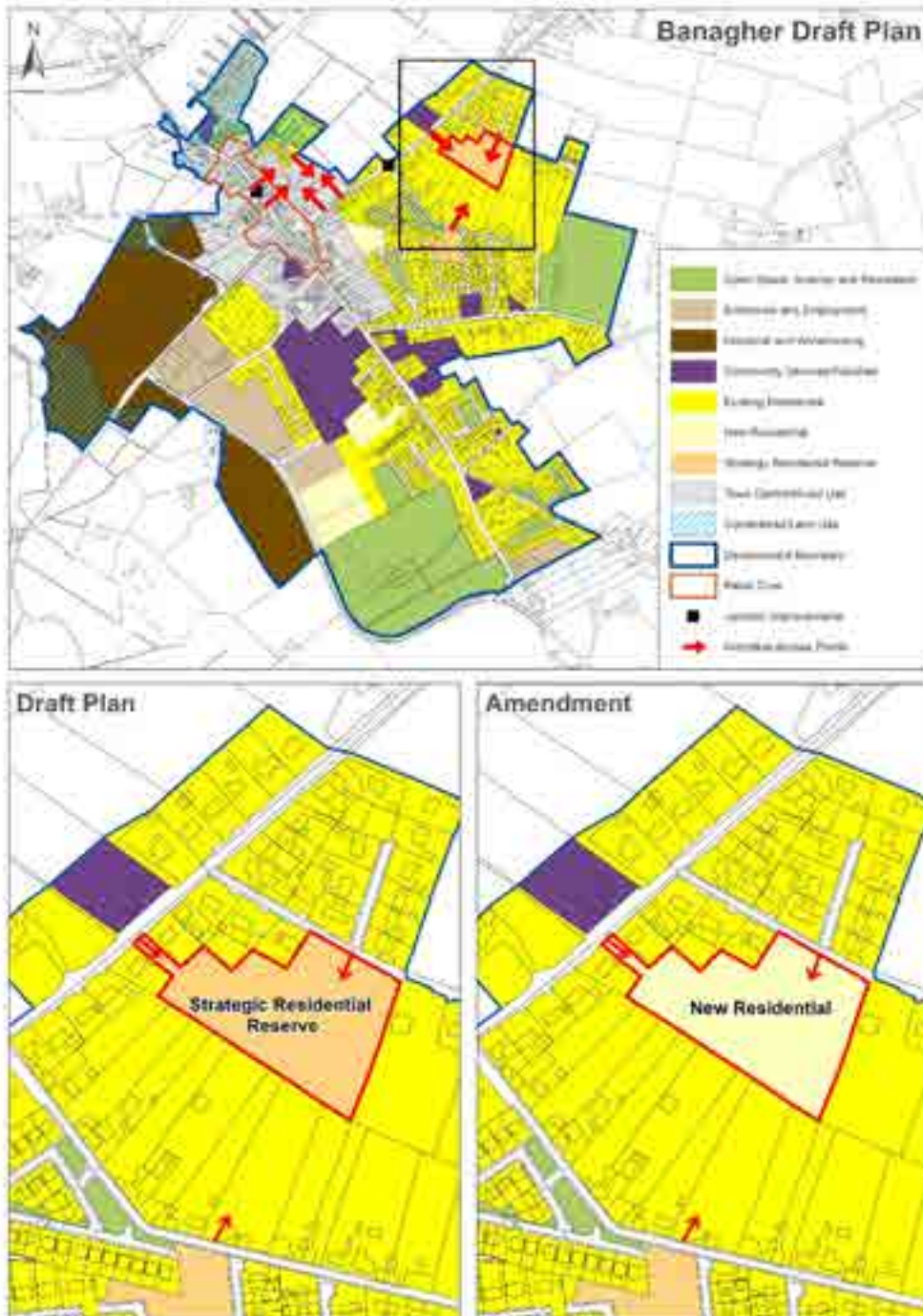
Insert:

**2.6.5 Critical Infrastructure Objectives**



Reference Number	Section
MA285	Banagher Town Plan

**Zoning Amendment:**



### 3.1.4 Clara

Reference Number	Section
MA286	1.5

#### Delete and Insert:

Early and/or timely provision (in tandem with development), of **key critical** physical and social infrastructure necessary for the future sustainable growth of Clara town.

Reference Number	Section
MA287	3.7

#### Insert:

**EDO-06** Improve the overall attractiveness of Clara for visitors to the town, including the enhancement of the visual amenity of the town and its approaches and through the encouragement of new or extended facilities for tourists, including quality tourist accommodation, **linkages with** tourist activities and attractions **in the area such as Lough Boora Discovery Park, Clonmacnoise Mónastic site, Lemanaghan, Pilgrims Road and the Midlands Cycling Destination.**

Reference Number	Section
MA288	3.7

#### Insert:

**EDD-08** Encourage the establishment of a Clara Heritage **and Architectural Trail** incorporating Clara Bog, the towns industrial heritage sites, ‘the establishment of an industrial museum’, ancient abbeys, cemeteries and nature walks.

Reference Number	Section
MA289	5.7

#### Delete and Insert:

**NHO** prefix for objectives relating to Biodiversity and Landscape

**BLO** prefix for objectives relating to Biodiversity and Landscape

Reference Number	Section
MA290	5.7

#### Insert:

**NHO-07** Investigate the feasibility of providing an additional boardwalk **and additional parking** on Clara Bog in the location shown on the Clara Settlement Plan Objectives Map subject to consideration of necessary environmental considerations.

Reference Number	Section
MA291	7.0

Delete and Insert:

**Key Critical Infrastructure**

Reference Number	Section
MA292	7.0

Delete and Insert:

**Strategic Aim: Early and/or timely provision (in tandem with development) of key critical physical and social infrastructure necessary for the future sustainable growth of Clara town.**

Reference Number	Section
MA293	7.1

Insert:

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

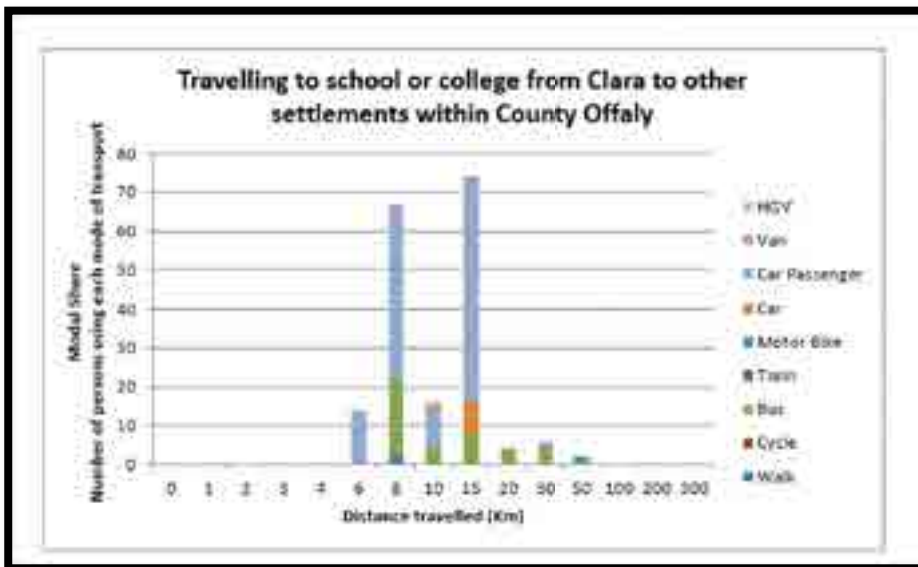
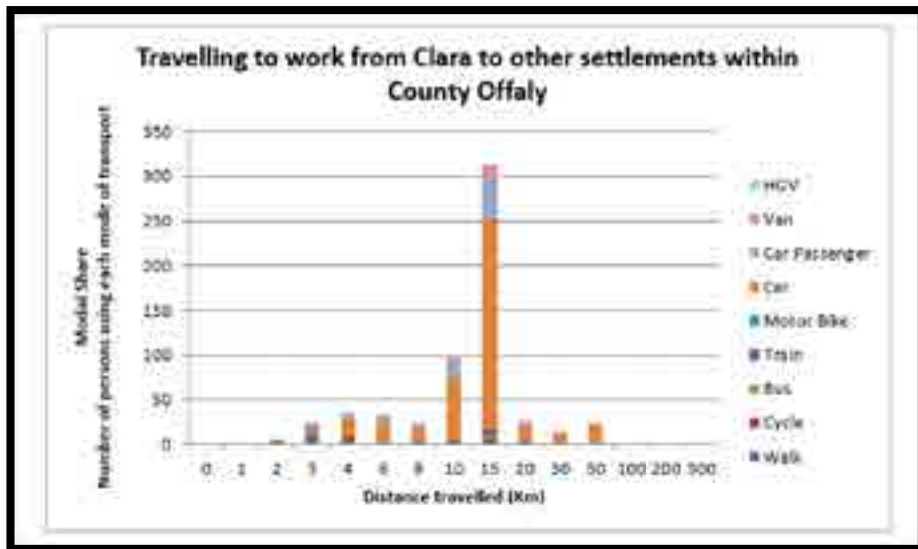
Reference Number	Section
MA294	7.2

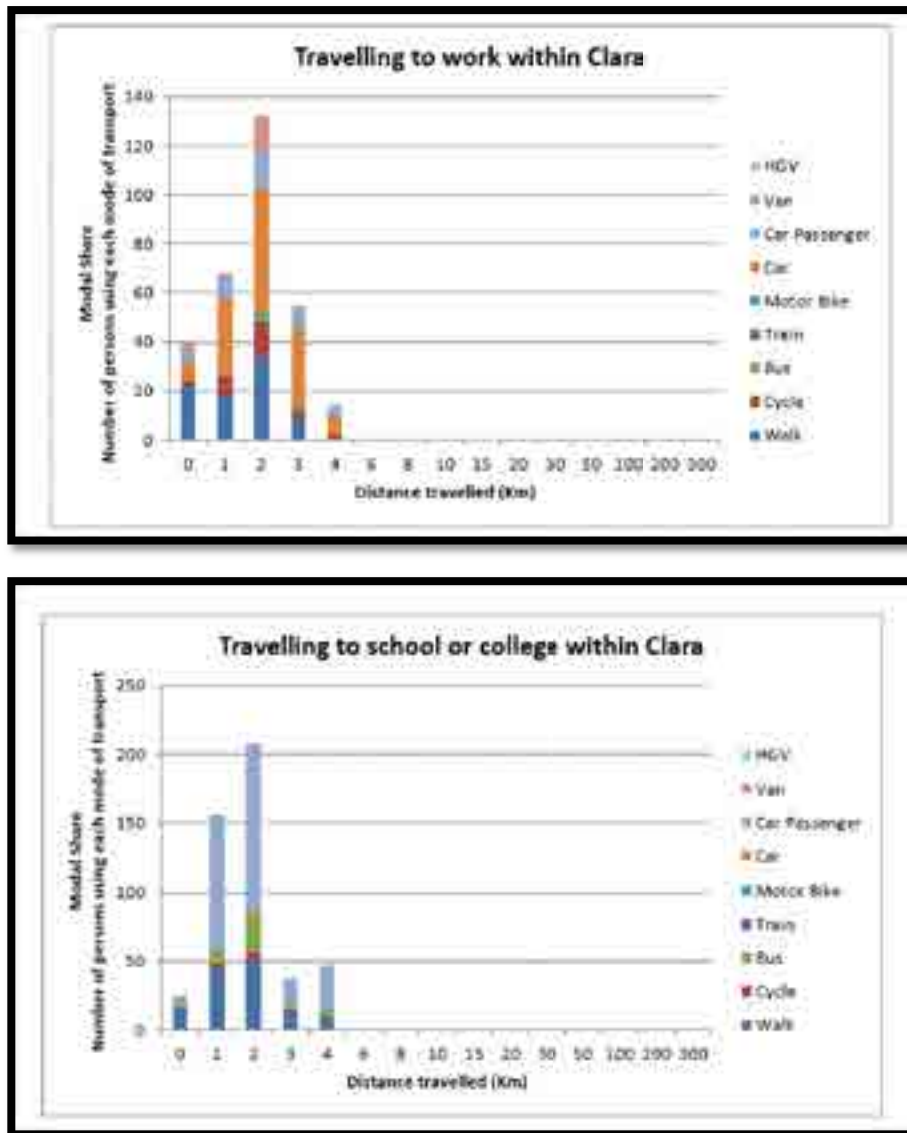
Insert:

**7.2 Movement and Connectivity**

The Sustainable Transport Strategy chapter (Chapter 8) in the draft Plan examines county level data on modal split and identifies the need to reduce the reliance on the private car by promoting and facilitating more sustainable modes of transport and supporting development in locations that would reduce the need to travel. The Council seeks to promote sustainable mobility including walking, cycling and public transport, in order to create a sustainable settlement pattern and environmentally sustainable town. It is also important that Clara maintains good transportation linkages to surrounding urban and rural areas, which is a contributing factor to its future growth.

The graphs in Figure 7.1 show the modal share for trips generated at various distances travelled from and within Clara for work and education. The graphs are based on data derived from Census 2016, and provide a baseline to inform objectives in this Town Plan, which seek to improve the modal share away from private car and in favour of walking, cycling and public transport.





**Figure 7.1 Modal Share of trip generation in Clara**

The graphs in Figure 7.1 indicate the following statistics:

- For journeys to work in which the trip is from Clara to another settlement within County Offaly, 90% of trips are 15km or less; 91% of workers travel either by private car, passenger or van; 1% travel by public transport (bus).
- 62% of those who work in Clara travel to work by car or van while 36% walk or cycle to work;
- 76% of those attending school or college outside Clara travel by car or van compared to 22% who use the bus.
- 60% of students travel to school in cars compared to modes such as walking 28%, cycling 3% and bus 10 %.

In terms of work related journeys to other settlements within the county, the statistics support a review of local bus services in the county in terms of connections and frequency. In terms of work and schools trips within the town, while the statistics do show a relatively positive modal share in favour of walking, travel by private car still dominates modal share. As such, the data supports provision of / improvements to walking and cycling infrastructure and permeability within the town.

Critical infrastructure necessary to improve the modal share in favour of sustainable modes of transport is further discussed under separate headings below, with identified improvement measures supported by critical infrastructure objectives set out under Section 7.11 of this Town Plan.

Reference Number	Section
MA295	7.11

**Delete and Insert:**

~~Key~~ Critical Infrastructure Objectives

Reference Number	Section
MA296	7.11

**Delete and Insert:**

**KIO-01** Investigate the feasibility of providing a future relief road to the north ~~east~~ west of the town as indicated on the Clara Settlement Plan Objectives Map taking into account environmental sensitivities identified in the SEA Environmental Report and the policies and objectives of this County Development Plan relating to sustainable mobility, including Section 8.5.4 Corridor and Route Selection Process. The development of any relief road proposal shall be subject to the requirements of the EIA, Habitats, Water Framework and Flood Directives where relevant and appropriate

Reference Number	Section
MA297	7.11

**Insert:**

**KIO-04** Improve and upgrade all approach roads to the town as a method of enhancing the first impression of the town, ~~'including, the restoration, maintenance and preservation of old stone walls along these approach roads.'~~

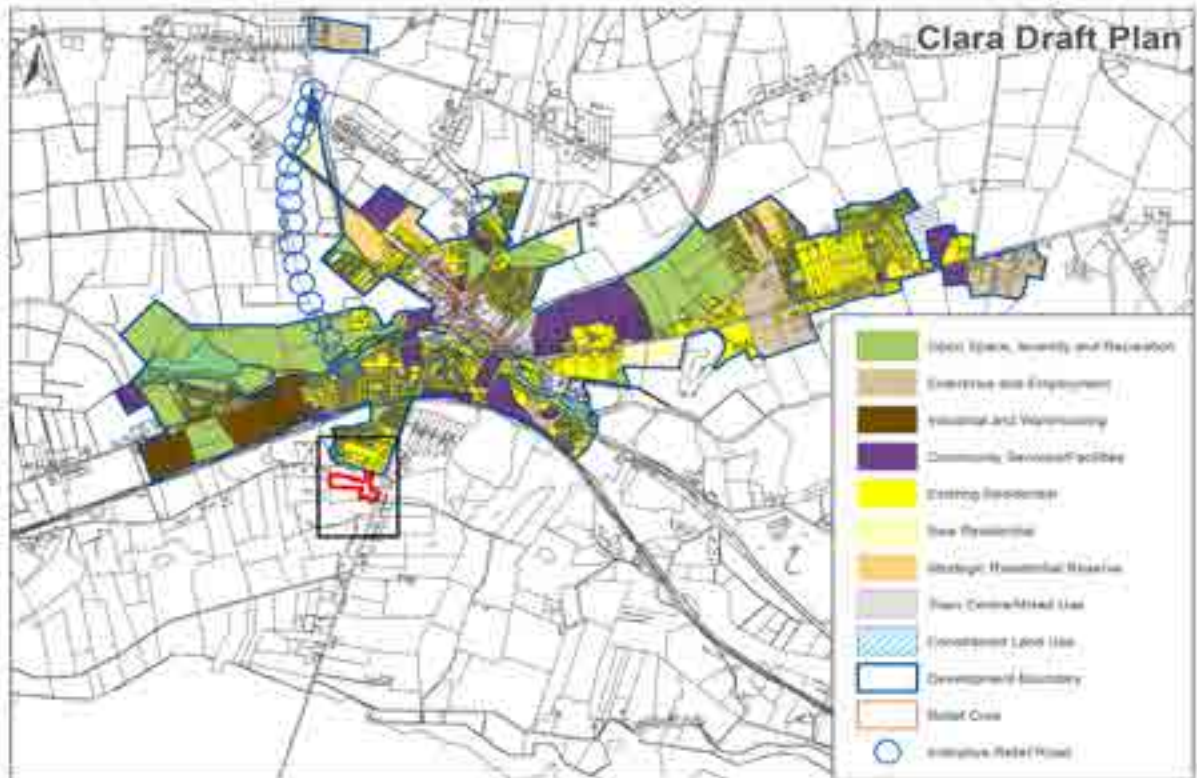
Reference Number	Section
MA298	11.0

**Delete and Insert:**

Please also refer to Chapter 8 Sustainable ~~Mobility and Accessibility~~ Transport Strategy contained in Volume 1 of this County Development Plan in this regard.

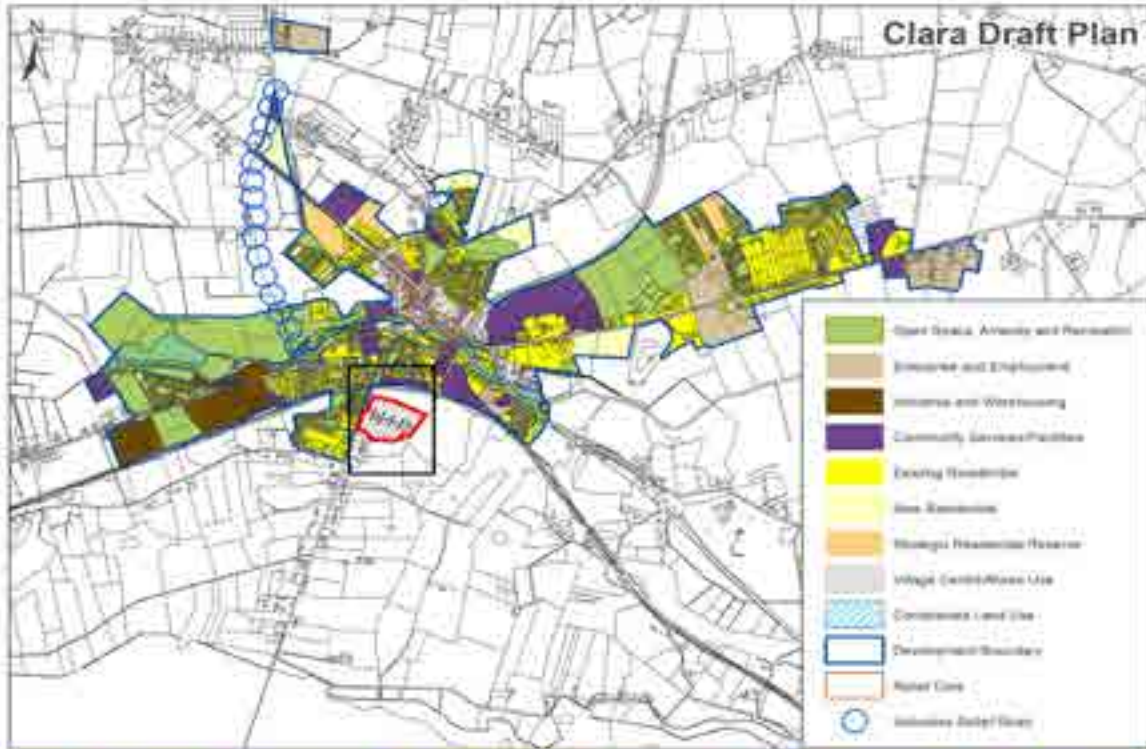
Reference Number	Section
MA299	Clara Town Plan

**Zoning Amendment:**



Reference Number	Section
MA300	Clara Town Plan

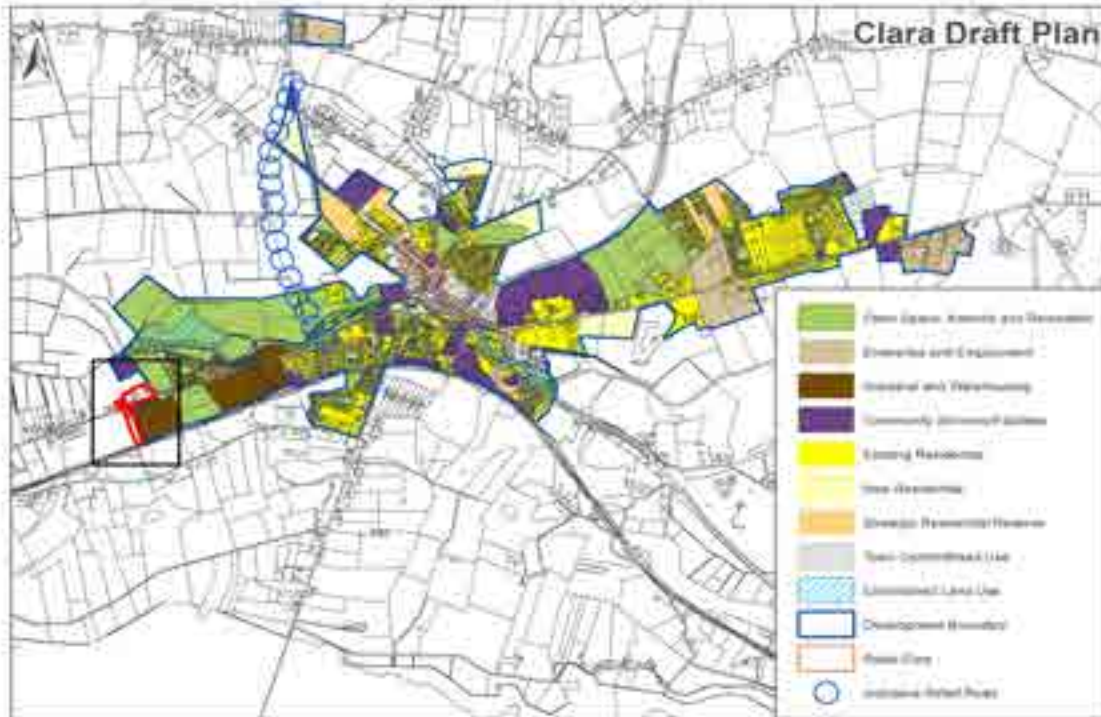
**Zoning Amendment:**





Reference Number	Section
MA301	Clara Town Plan

**Zoning Amendment:**



### 3.1.5 Daingean

Reference Number	Section
MA302	1.4 (Daingean Town Plan)

**Insert:**

Daingean is classified as a ‘**Smaller** Town’ in the Settlement Strategy of the Offaly County Development Plan 2021-2027 and performs a local service and employment function. The Eastern and Midland Regional Spatial and Economic Strategy advises that there is a need to promote regeneration and revitalisation of such towns and support local enterprise and employment opportunities to ensure their viability as service centres for the surrounding rural areas.

Reference Number	Section
MA303	2.1.1 (Daingean Town Plan)

**Delete and Insert:**

Daingean is identified as a ‘**Smaller** Town’ within the county retail hierarchy contained in Chapter 7, Volume 1 of this Plan. Table 7.2 ‘Level and Form of Retailing Activity in context of Retail Hierarchy’ contained in Chapter 7 outlines the level of retailing for Daingean as follows:

**Table 1.1 Extract from Table 7.2 ‘Level and Form of Retailing Activity in context of Retail Hierarchy’ contained in Chapter 7 of Volume 1**

Typology	Description
<b>Smaller</b> Towns	<p><del>Additional convenience and comparison floorspace will be encouraged where:</del></p> <ul style="list-style-type: none"> <li><del>It is needed to support levels of population growth commensurate with the town’s role,</del></li> <li><del>Gaps are identified in local provision, and</del></li> <li><del>There will not be a material and unacceptable adverse impact on the vitality and viability of the existing town centre.</del></li> </ul> <p><del>Comparison retail development will not be considered where it proposes to attract a larger catchment such that it would be likely to affect the integrity of the retail hierarchy.</del></p> <p><del>There shall generally be a presumption against the development of retail parks accommodating retail warehousing in these towns.</del></p> <p>Smaller Towns and Villages shall maintain the role in the provision of retail services to their local population catchments. New small scale retail developments shall be supported where they meet the needs of the local population (including the rural catchments that they serve), subject to normal planning considerations including sequential approach and adherence to the retail hierarchy of the county. There shall be a clear presumption against edge-of-centre and out-of-centre locations in smaller towns and villages. The development of vacant/derelict or underutilised land or buildings is a key priority in smaller towns and villages to encourage the most efficient</p>

	use of land and to promote the renewal, regeneration and consolidation of smaller towns and village centres.
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Reference Number	Section
MA304	2.4.1 (Daingean Town Plan)

**Delete and Insert:**

~~NHO~~ prefix for objectives relating to Biodiversity and Landscape

~~BLO~~ prefix for objectives relating to Biodiversity and Landscape

Reference Number	Section
MA305	2.6 (Daingean Town Plan)

**Insert:**

**2.6 Critical Infrastructure**

Reference Number	Section
MA306	2.6 (Daingean Town Plan))

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

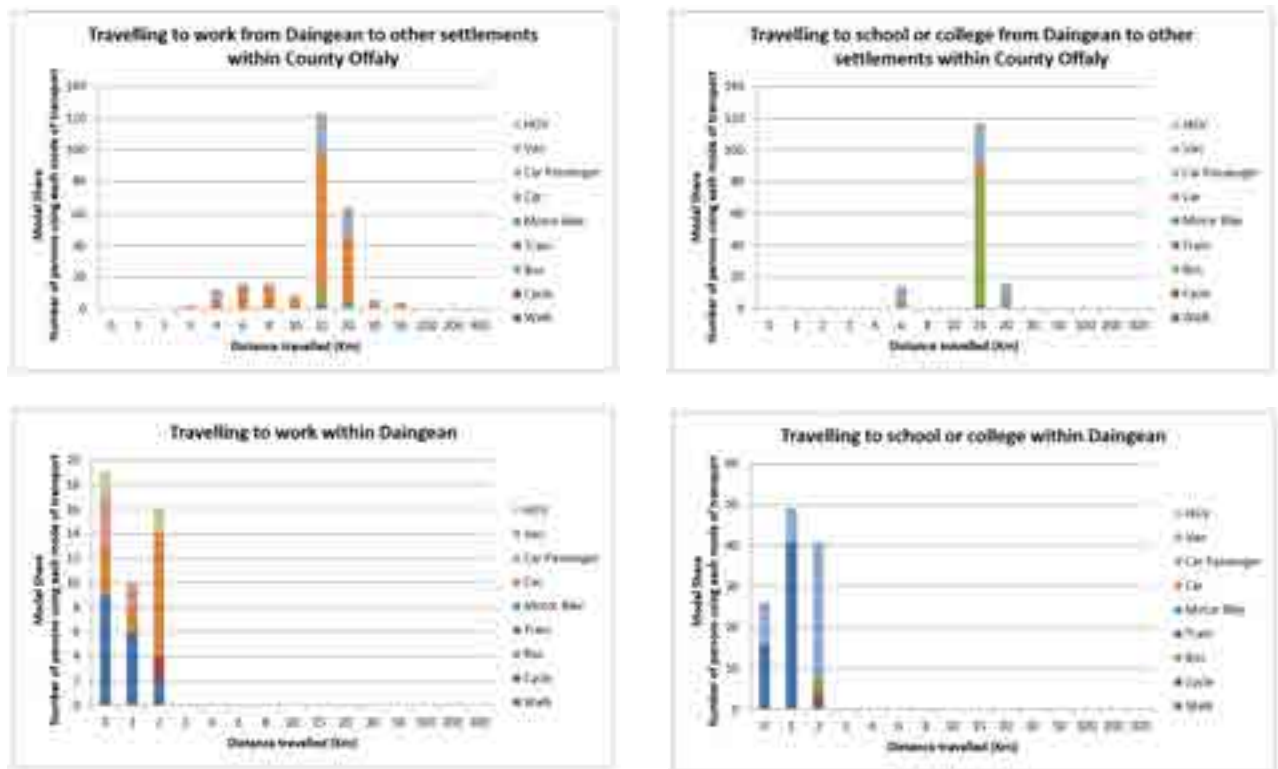
Reference Number	Section
MA307	2.6.1 (Daingean Town Plan)

**Delete and Insert:**

**2.6.1 Movement and Connectivity**

The Sustainable Transport Strategy chapter (Chapter 8) in the draft Plan examines county level data on modal split and identifies the need to reduce the reliance on the private car by promoting and facilitating more sustainable modes of transport and supporting development in locations that would reduce the need to travel. The Council seeks ~~to reduce travel demand by integrating land use and transportation and~~ to promote sustainable mobility including walking, cycling and public transport, in order to create a sustainable settlement pattern and environmentally sustainable town. It is also important that Daingean maintains good transportation linkages to surrounding urban and rural areas, which is a contributing factor to its future growth.

The graphs in Figure 2.9 show the modal share for trips generated at various distances travelled from and within Daingean for work and education. The graphs are based on data derived from Census 2016, and provide a baseline to inform objectives in this Town Plan, which seek to improve the modal share away from private car and in favour of walking, cycling and public transport.



**Figure 2.9 Modal Share of trip generation in Daingean**

The graphs in Figure 2.9 indicate the following statistics:

- For journeys to work in which the trip is from Daingean to another settlement within County Offaly, 98% of trips are less than 30km; 84% of workers travel either by private car or a passenger in a private car; 5% travel by public transport (bus).
- For journeys to work in which the trip starts and ends in Daingean itself, 100% of trips are less than 2km; 36% of workers travel either by private car; 38% walk and 4% cycle.
- For journeys to school/college in which the trip starts and ends in Daingean itself, 100% of trips are less than 2km; 44% of students travel as a passenger in a private car; 51% walk and 2% cycle.

In terms of work related journeys to other settlements within the county, the statistics support a review of local bus services in the county in terms of connections and frequency. In terms of work and schools trips within the town, while the statistics do show a relatively positive modal share in favour of walking, travel by private car still dominates modal share. As such, the data supports provision of / improvements to walking and cycling infrastructure and permeability within the town.

Critical infrastructure necessary to improve the modal share in favour of sustainable modes of transport is further discussed under separate headings below, with identified improvement measures supported by critical infrastructure objectives set out under Section 2.6.5 of this Town Plan.

Reference Number	Section
MA308	2.6.5 (Daingean Town Plan)

**Insert:**

### **2.6.5 Critical Infrastructure Objectives**

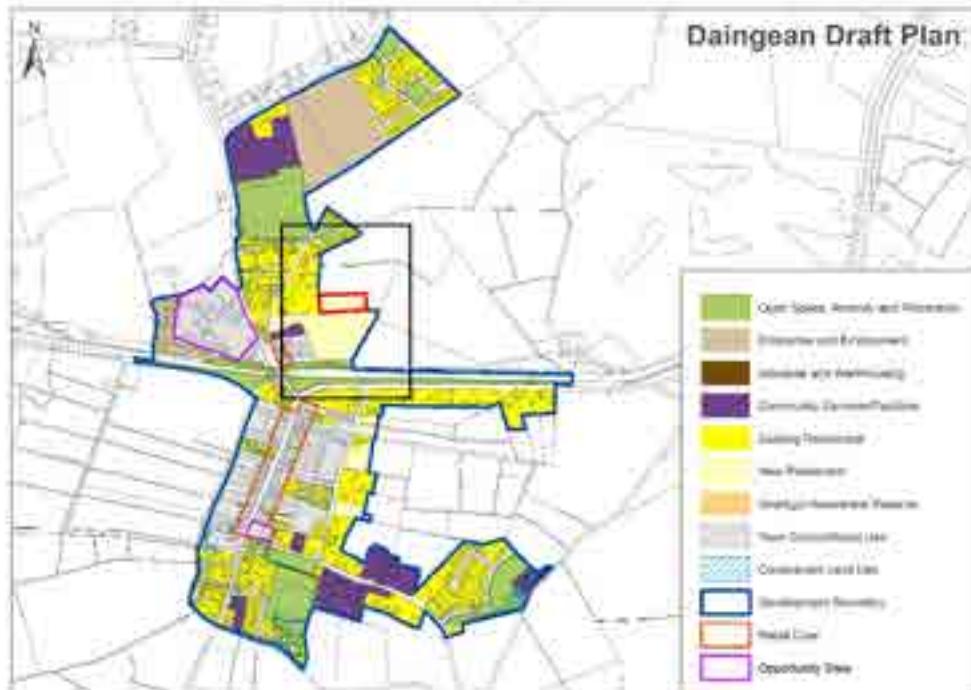
Reference Number	Section
MA309	2.6.5 (Daingean Town Plan)

**Insert:**

Support the Local Link Rural Transport Programme 2018-2022 in County Offaly and subsequent programmes.

Reference Number	Section
MA310	Daingean Town Plan

**Zoning Amendment:**



### 3.1.6 Ferbane

Reference Number	Section
MA311	1.4

**Insert:**

Ferbane is classified as a ‘**Smaller Town**’ in the Settlement Strategy of the Offaly County Development Plan 2021-27 and performs important retail, residential, employment, service and amenity functions for local rural hinterlands.

Reference Number	Section
MA312	1.5

**Insert:**

Provision of ecological connectivity and walking and cycling infrastructure throughout the town which links Ferbane’s Green Infrastructure; Ferbane Bog, River Brosna, Gallen Wood, Ballylin Amenity Woodland and Former Cow Park and Church of Ireland Ruins **and new civic areas and green infrastructure in Ferbane over the plan period.**

Reference Number	Section
MA313	2.1

**Insert:**

Ferbane is identified as a ‘**Smaller Town**’ within the county retail hierarchy contained in Chapter 7 of Volume 1 of this Plan. Chapter 7 outlines in Table 7.2: Level and Form of Retailing Activity in context of Retail Hierarchy that additional convenience and comparison floorspace will be encouraged in ‘Towns’ where:

- It is needed to support levels of population growth commensurate with the towns role,
- Gaps are identified in local provision, and
- There will not be a material and unacceptable adverse impact on the vitality and viability of the existing town centre.

Reference Number	Section
MA314	2.3.1 Opportunity Site no. 1

**Delet and Insert:**

**Potential Uses**

This site due to its size, town centre location together with its potential pedestrian links to Ferbane town centre, offer opportunities to accommodate:

- comprehensive mixed-use scheme of commercial, community, office and residential uses;

- covered market space for the promotion and sale of artisan, specialty foods and crafts;
- residential development (including the provision of specifically designed housing for older people;
- office development; ~~and~~
- provision of a surface car park on a segment of the site; and
- **new development fronting onto Old Chapel Lane shall provide active frontage and a well-considered public realm.**

Reference Number	Section
MA315	2.5

**Delete and Insert:**

**TCO-06** Explore the feasibility of providing ~~a~~ **pieces** of civic art within the town centre.

Reference Number	Section
MA316	2.5

**Insert:**

**TCO-09** Provide a high quality civic space **or town park** at the old fire station/Fairgreen at the intersection of the town’s relief road and the Main Street.

Reference Number	Section
MA317	5.0

**Insert:**

**Strategic Aim:** Provision of ecological connectivity and walking and cycling infrastructure throughout the town which both links Ferbane’s existing Green Infrastructure such as Ferbane Bog, River Brosna, Gallen Wood, Ballylin Amenity Woodland and Former Cow Park and Church of Ireland Ruins **and new civic areas and green infrastructure which may develop during the plan period.**



Reference Number	Section
MA318	5.0

**Insert:**

In May 2019, a Green Infrastructure Plan for Ferbane was developed by the Ferbane Tidy Towns Group which encapsulates specific projects within the environmental context of green infrastructure. The environmental context of the Green Infrastructure Plan has 4 strands;

1. Access, health and well-being;
2. Natural Heritage;
3. Sustainable Drainage; and
4. Cultural Heritage.

The Council has consulted with this Green Infrastructure Plan and a previous Biodiversity Management Strategy from 2014 prepared on behalf of the Tidy Towns Group in the preparation of this Town Plan and the development of public realm, biodiversity, landscape and green infrastructure related policies and objectives in Ferbane over the plan period.

Reference Number	Section
MA319	5.1

**Delete and Insert:**

~~NHO~~ prefix for objectives relating to Biodiversity and Landscape

BLO prefix for objectives relating to Biodiversity and Landscape

Reference Number	Section
MA320	5.1

**Insert:**

**NHO-01** Work with the relevant stakeholders to examine the feasibility of developing an amenity route along the disused Clara-Banagher railway and the banks of the River Brosna in Ferbane, taking into account the environmental sensitivities of the site and Inland Fisheries Guidance document, Planning for Watercourses in the Urban Environment.

Reference Number	Section
MA321	5.1

**Insert:**

**NHO-05** Provide a linear park along and a pedestrian bridge across the River Brosna to the south east of the town centre taking into account the environmental sensitivities of the site and Inland Fisheries Guidance document, Planning for Watercourses in the Urban Environment.

Reference Number	Section
MA322	5.1

**Insert:**

**NHO-06** Provide a wetland amenity area to the south west of the town as shown in the Ferbane Town Objectives Map **taking into account the environmental sensitivities of the site and Inland Fisheries Guidance document, Planning for Watercourses in the Urban Environment.**

Reference Number	Section
MA323	7.0

**Delete and Insert:**

~~Key~~ **Critical** Infrastructure

Reference Number	Section
MA324	7.0

**Insert:**

**Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.**

Reference Number	Section
MA325	7.0

**Delete and Insert:**

The sustainable consolidated and coherent growth of Ferbane is dependent on the satisfactory provision of **key critical** infrastructure associated with:

- Movement and Connectivity;
- Water, Wastewater, Drainage and Flooding;
- Energy and communications; and
- Waste and Recycling

Reference Number	Section
MA326	7.1

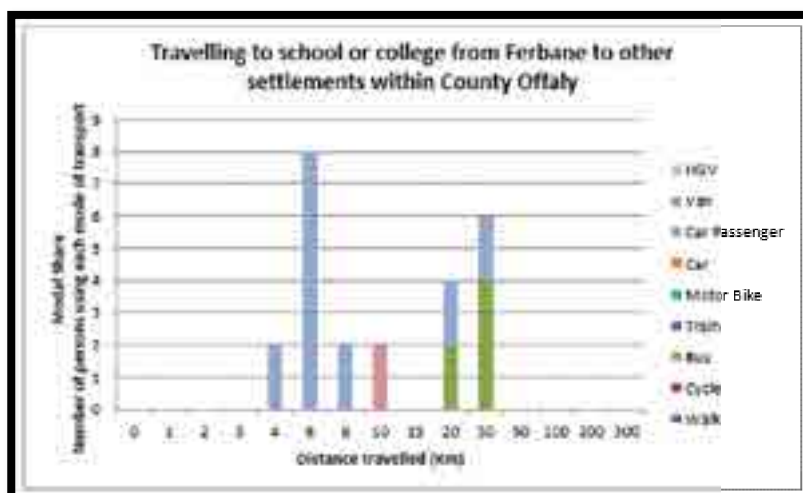
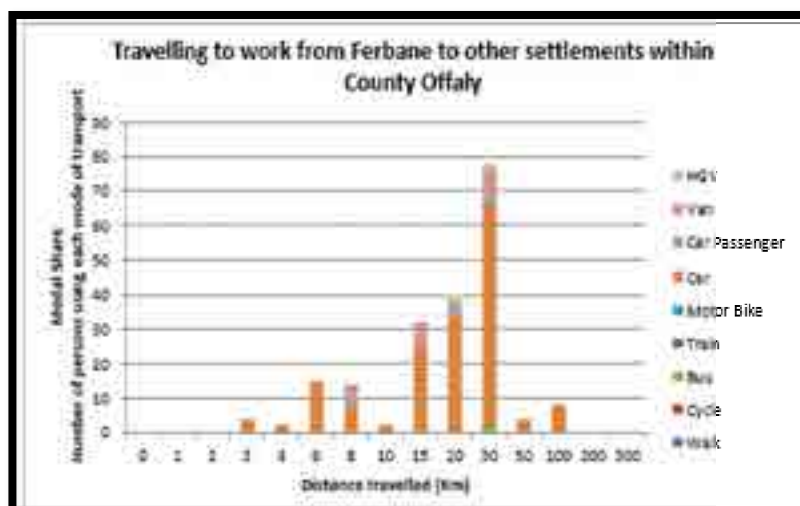
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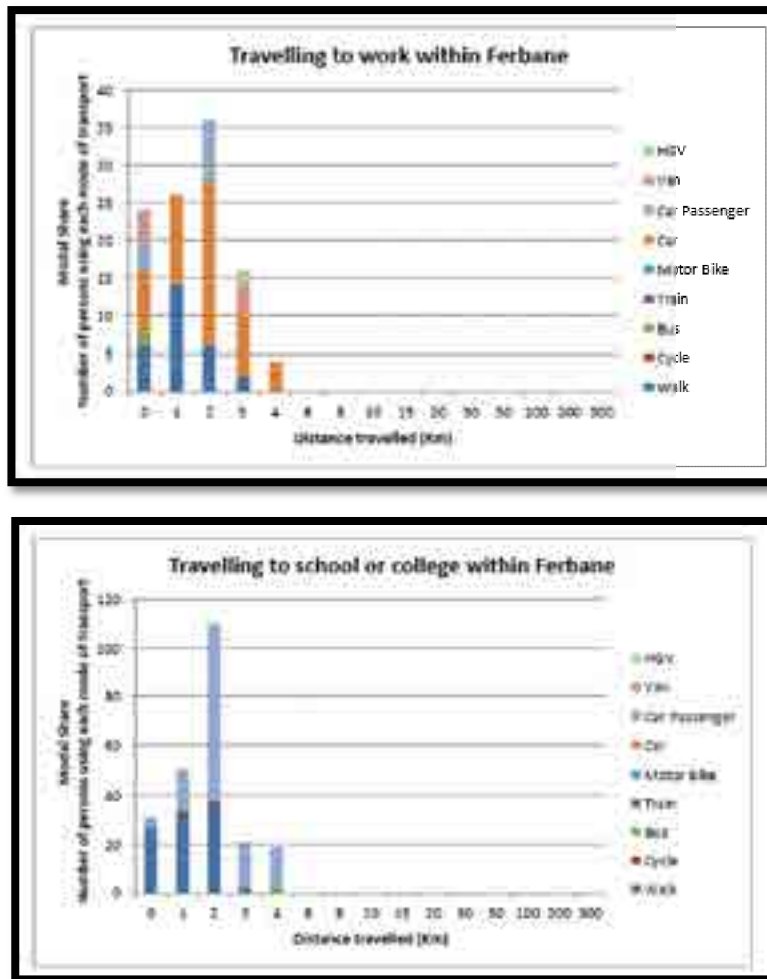
### 7.1 Movement and Connectivity

The Sustainable Transport Strategy chapter (Chapter 8) in the draft Plan examines county level data on modal split and identifies the need to reduce the reliance on the private car by promoting and facilitating more sustainable modes of transport and supporting development in locations that would reduce the need to travel. The Council seeks to promote sustainable mobility including walking, cycling and public transport, in order to create a sustainable settlement pattern and environmentally sustainable town. It is also important that Ferbane maintains good transportation linkages to surrounding urban and rural areas, which is a contributing factor to its future growth.

The graphs in Figure 7.1 show the modal share for trips generated at various distances travelled from and within Ferbane for work and education. The graphs are based on data derived from Census 2016, and provide a baseline to inform objectives in this Town Plan, which seek to improve the modal share away from private car and in favour of walking, cycling and public transport.

of walking, cycling and public transport.





**Figure 7.1 Modal Share of trip generation in Ferbane**

The graphs in Figure 7.1 indicate the following statistics:

- For journeys to work in which the trip is from Ferbane to another settlement within County Offaly, 94% of trips are less than 30km; 85% of workers travel either by private car or as a passenger in a private car; 1% travel by public transport (bus).
- 66% of those who work in Ferbane travel to work by car or van while 26% walk to work;
- 42% of those travelling to school within Ferbane walk compared to 57% who are car passengers;
- 75% of those attending school or college outside Ferbane travel by car or van compared to 25% who use the bus.

In terms of work related journeys to other settlements within the county, the statistics support a review of local bus services in the county in terms of connections and frequency. In terms of work and schools trips within the town, while the statistics do show a relatively positive modal share in favour of walking, travel by private car still dominates modal share. As such, the data supports provision of / improvements to walking and cycling infrastructure and permeability within the town.

Critical infrastructure necessary to improve the modal share in favour of sustainable modes of transport is further discussed under separate headings below, with identified improvement measures supported by critical infrastructure objectives set out under Section 7.3 of this Town Plan.

Reference Number	Section
MA327	7.1

**Delete and Insert:**

~~Key~~ Critical Infrastructure Objectives

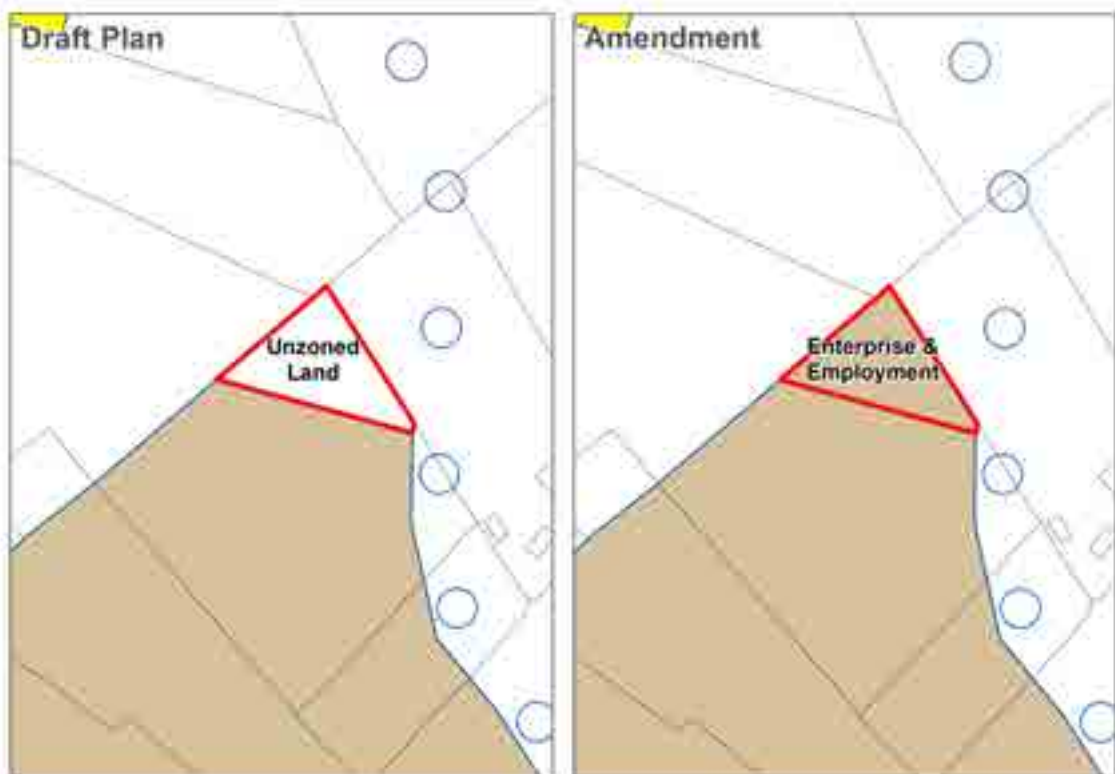
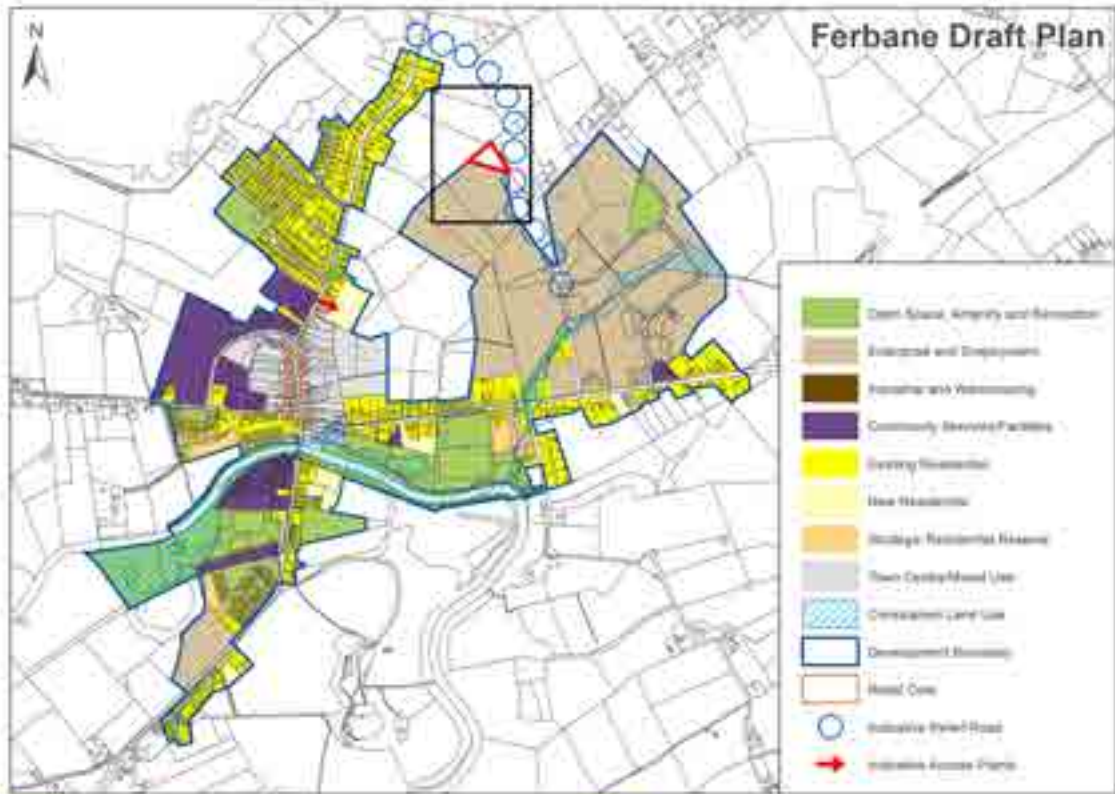
Reference Number	Section
MA328	11.0

**Delete and Insert:**

Some of these links may be achieved through one development while others will be an incremental part of an overall objective. Please also refer to Chapter 8 Sustainable ~~Mobility and Accessibility~~ **Transport Strategy** in Volume 1 of this Plan.

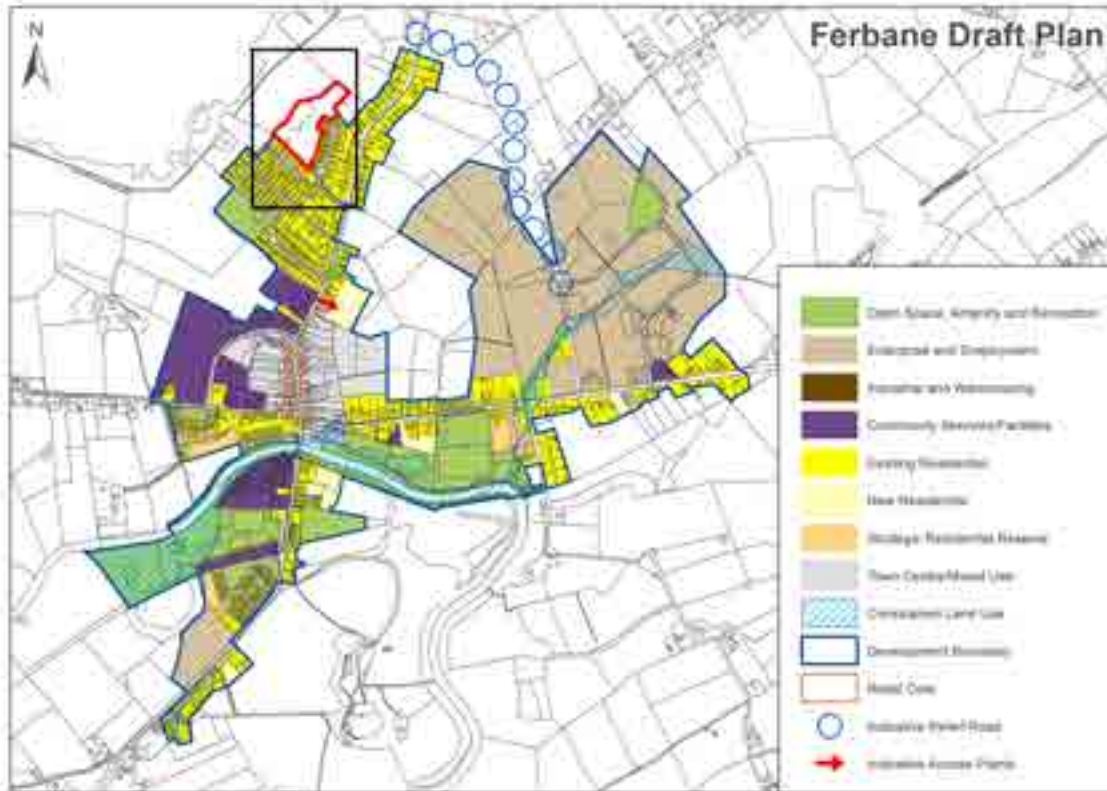
Reference Number	Section
MA329	Ferbane Town Plan

**Zoning Amendment:**



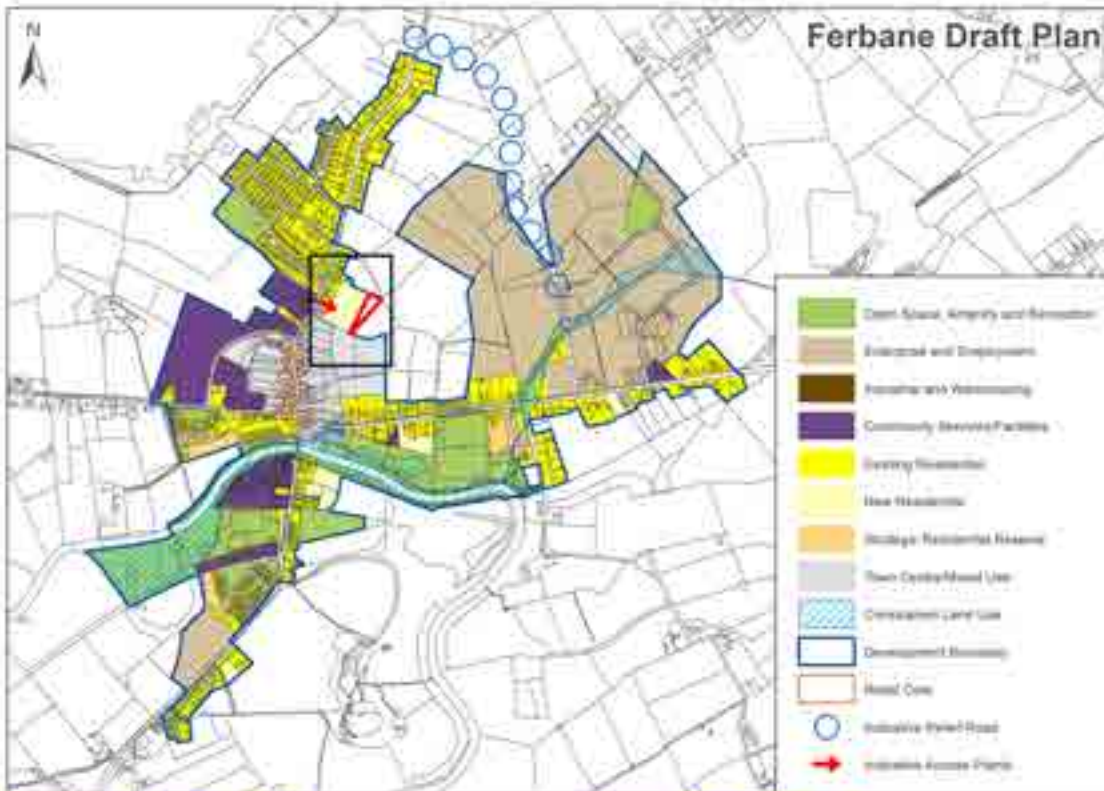
Reference Number	Section
MA330	Ferbane Town Plan

**Zoning Amendment:**



Reference Number	Section
MA331	Ferbane Town Plan

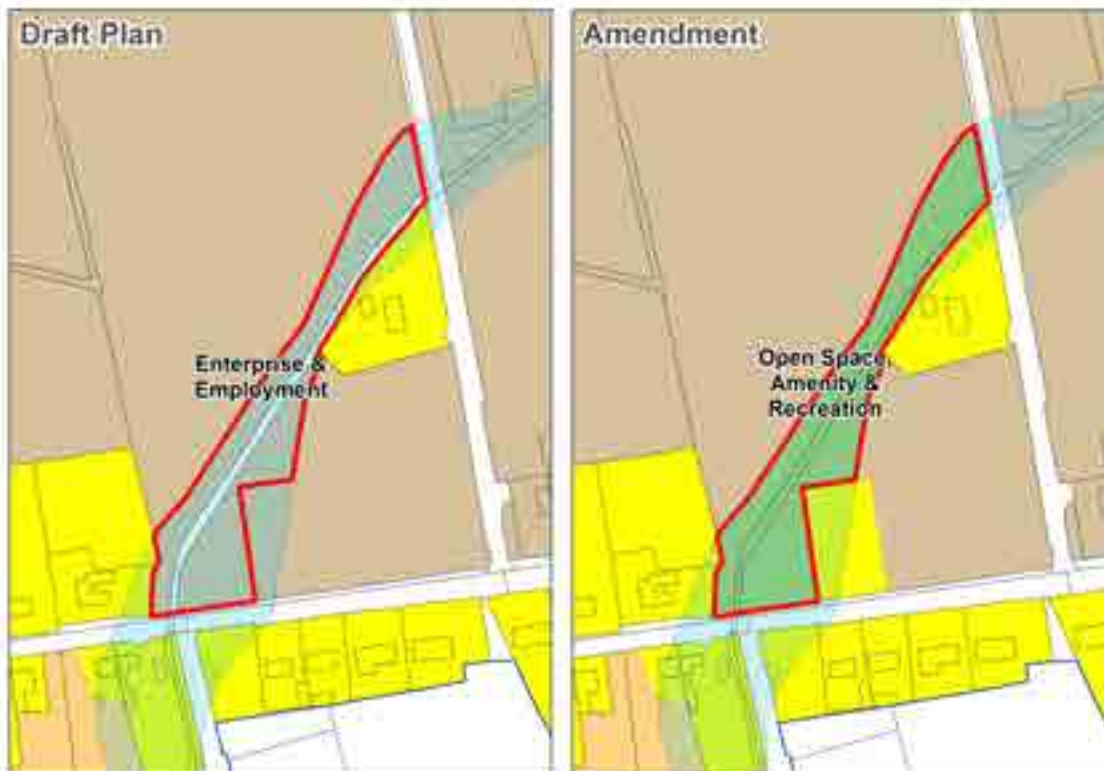
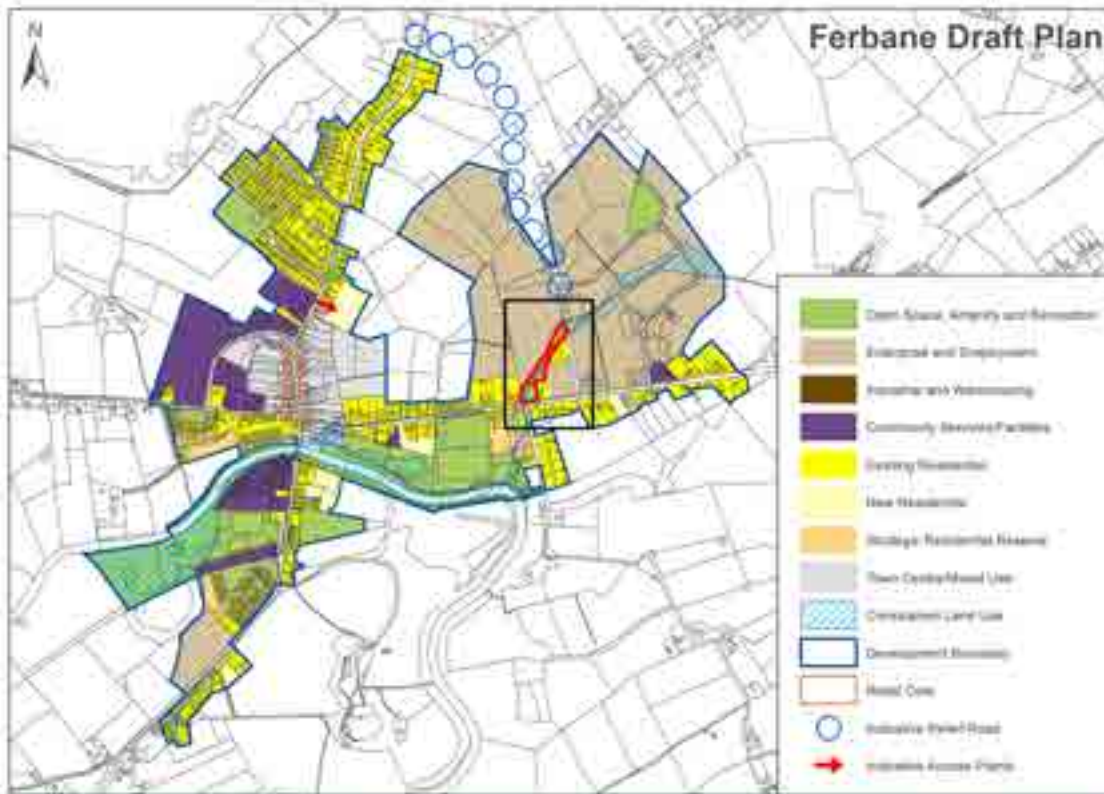
**Zoning Amendment:**





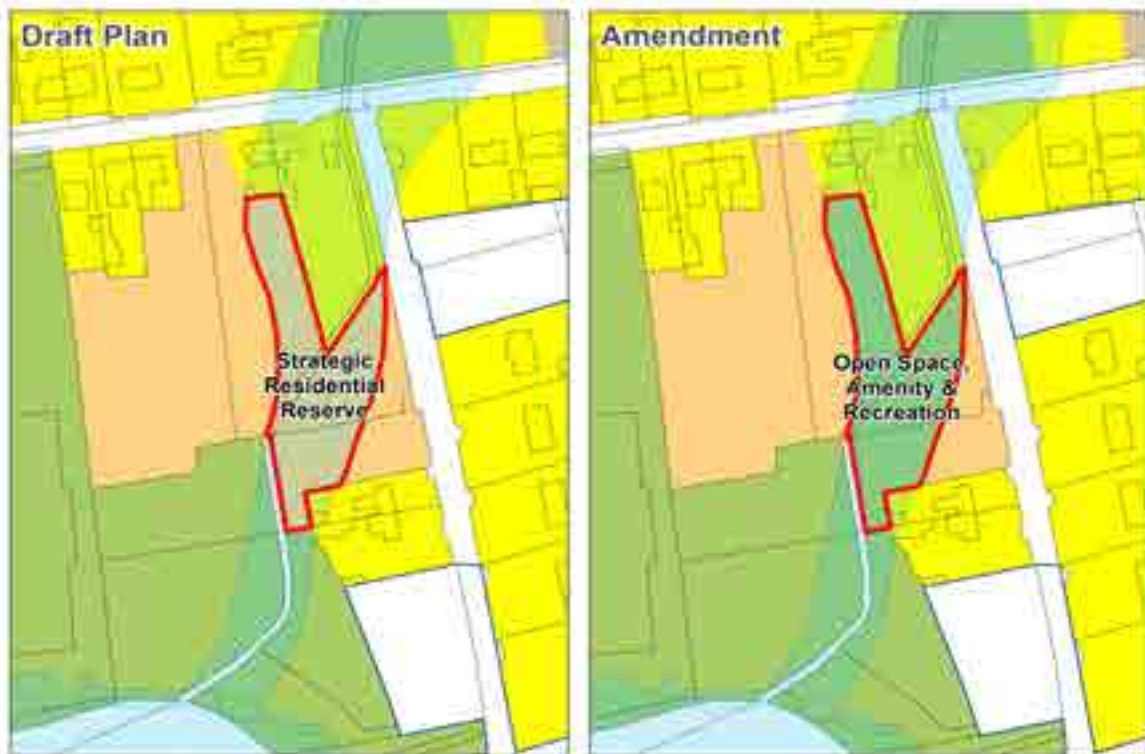
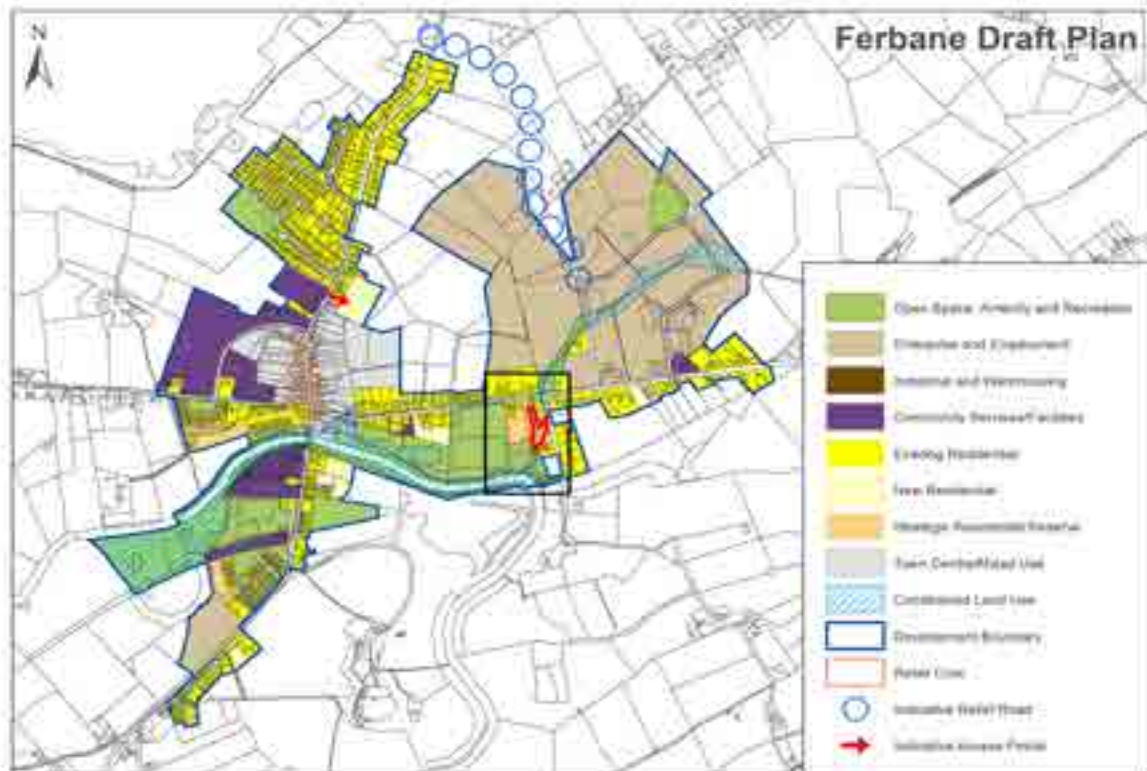
Reference Number	Section
MA332	Ferbane Town Plan

**Zoning Amendment:**



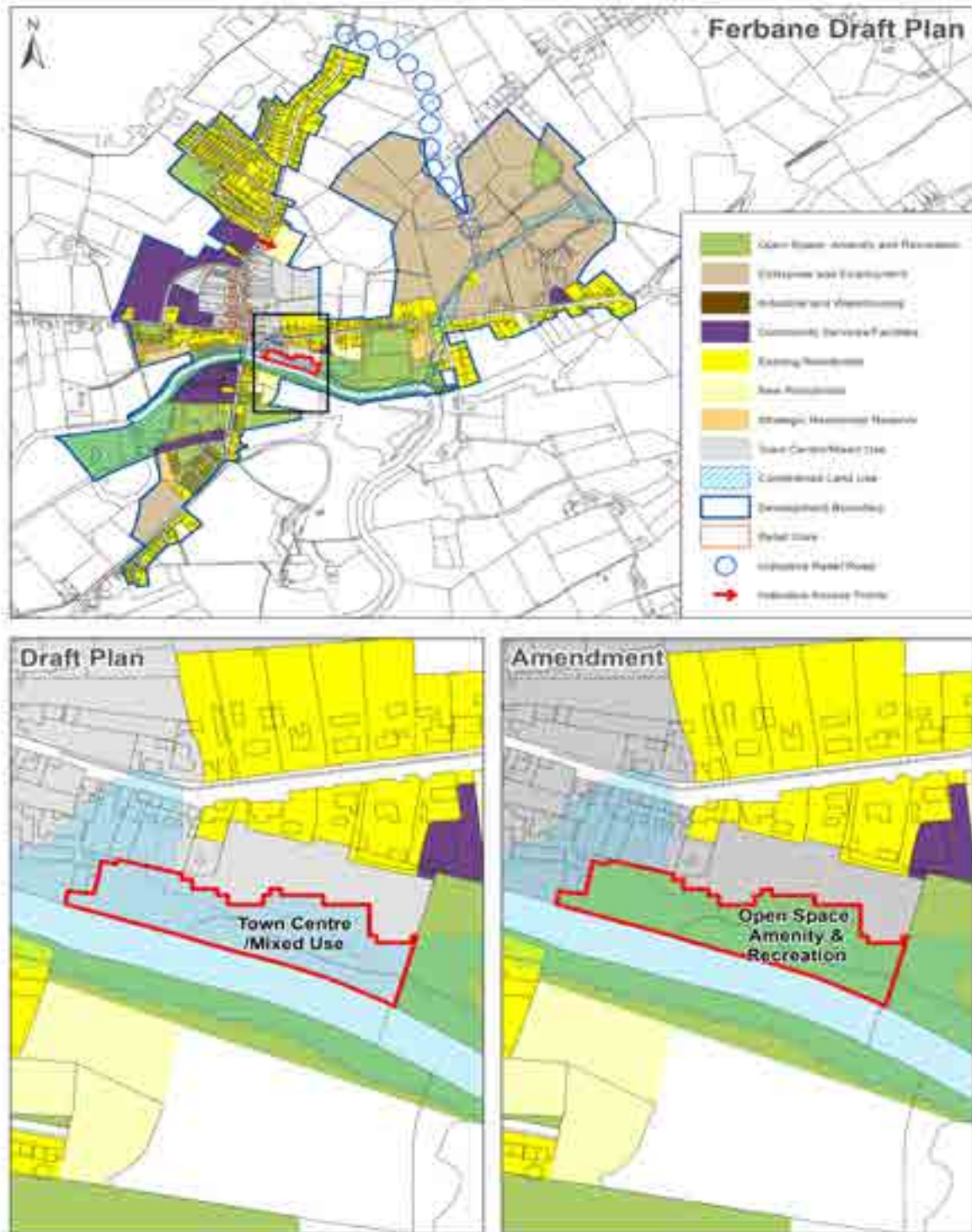
Reference Number	Section
MA333	Ferbane Town Plan

**Zoning Amendment:**



Reference Number	Section
MA334	Ferbane Town Plan

**Zoning Amendment:**



### 3.1.7 Kilcormac

Reference Number	Section
MA335	1.4 (Kilcormac Town Plan)

**Insert:**

Kilcormac is classified as a ‘**Smaller** Town’ in the Settlement Strategy of the Offaly County Development Plan 2021-2027 and performs a local service and employment function. The Eastern and Midland Regional Spatial and Economic Strategy advises that there is a need to promote regeneration and revitalisation of such towns and support local enterprise and employment opportunities to ensure their viability as service centres for the surrounding rural areas.

Reference Number	Section
MA336	2.1.1 (Kilcormac Town Plan)

**Delete and Insert:**

Kilcormac is identified as a ‘**Smaller** Town’ within the county retail hierarchy contained in Chapter 7, Volume 1 of this Plan. Table 7.2 ‘Level and Form of Retailing Activity in context of Retail Hierarchy’ contained in Chapter 7 outlines the level of retailing for Kilcormac as follows:

**Table 2.1 Extract from Table 7.2 ‘Level and Form of Retailing Activity in context of Retail Hierarchy’ contained in Chapter 7 of Volume 1**

Typology	Description
<b>Smaller</b> Towns	<p><del>Additional convenience and comparison floorspace will be encouraged where:</del></p> <ul style="list-style-type: none"> <li><del>It is needed to support levels of population growth commensurate with the town’s role identified,</del></li> <li><del>Gaps are identified in local provision, and</del></li> <li><del>There will not be a material and unacceptable adverse impact on the vitality and viability of the existing town centre.</del></li> </ul> <p><del>Comparison retail development will not be considered where it proposes to attract a larger catchment such that it would be likely to affect the integrity of the retail hierarchy.</del></p> <p><del>There shall generally be a presumption against the development of retail parks accommodating retail warehousing in these towns.</del></p> <p><b>Smaller Towns and Villages shall maintain the role in the provision of retail services to their local population catchments. New small scale retail developments shall be supported where they meet the needs of the local population (including the rural catchments that they serve), subject to normal planning considerations including sequential approach and adherence to the retail hierarchy of the county. There shall be a clear presumption against edge-of-centre and out-of-centre locations in smaller towns and villages. The development of vacant/derelict or underutilised land or buildings is a key priority in smaller towns and villages to encourage the most efficient use of land and</b></p>

	to promote the renewal, regeneration and consolidation of smaller towns and village centres.
--	--

Reference Number	Section
MA337	2.4.1 (Kilcormac Town Plan)

**Delete and Insert:**

~~NHO~~ prefix for objectives relating to Biodiversity and Landscape

~~BLO~~ prefix for objectives relating to Biodiversity and Landscape

Reference Number	Section
MA338	2.6 (Kilcormac Town Plan)

**Insert:**

**2.6 Critical Infrastructure**

Reference Number	Section
MA339	2.6.1 (Kilcormac Town Plan)

**Delete and Insert:**

The Sustainable Transport Strategy chapter (Chapter 8) in the draft Plan examines county level data on modal split and identifies the need to reduce the reliance on the private car by promoting and facilitating more sustainable modes of transport and supporting development in locations that would reduce the need to travel. The Council seeks ~~to reduce travel demand by integrating land use and transportation and~~ to promote sustainable mobility including walking, cycling and public transport, in order to create a sustainable settlement pattern and environmentally sustainable town. It is also important that Kilcormac maintains good transportation linkages to surrounding urban and rural areas, which is a contributing factor to its future growth.

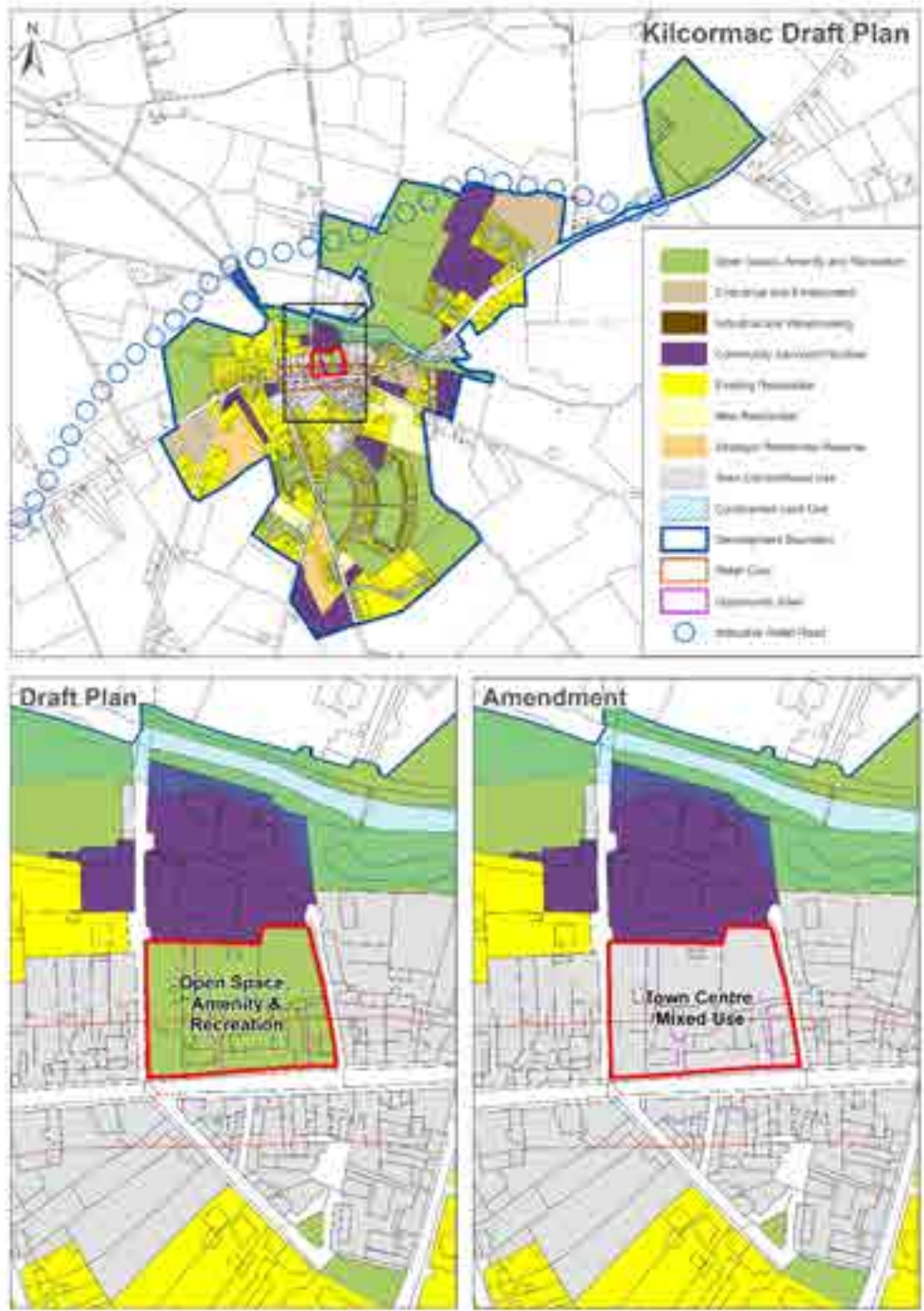
Reference Number	Section
MA340	2.6.5 (Kilcormac Town Plan)

**Insert:**

**2.6.5 Critical Infrastructure Objectives**

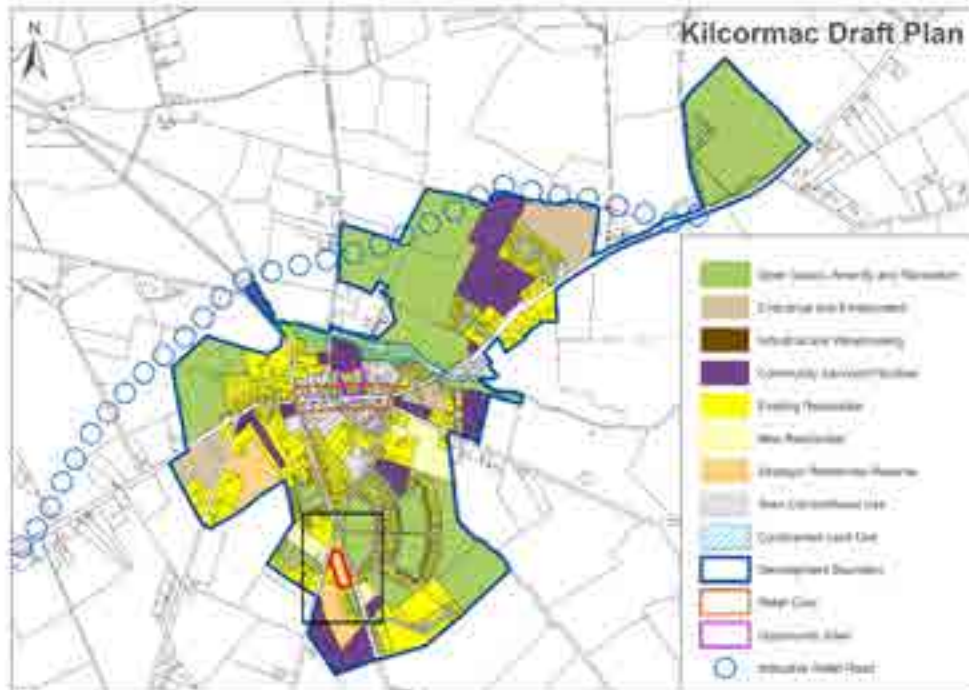
Reference Number	Section
MA341	Kilcormac Town Plan

**Zoning Amendment:**



Reference Number	Section
MA342	Kilcormac Town Plan

**Zoning Amendment:**



### 3.2 Villages

#### 3.2.1 Ballinagar

Reference Number	Section
MA343	Ballinagar Village Plan

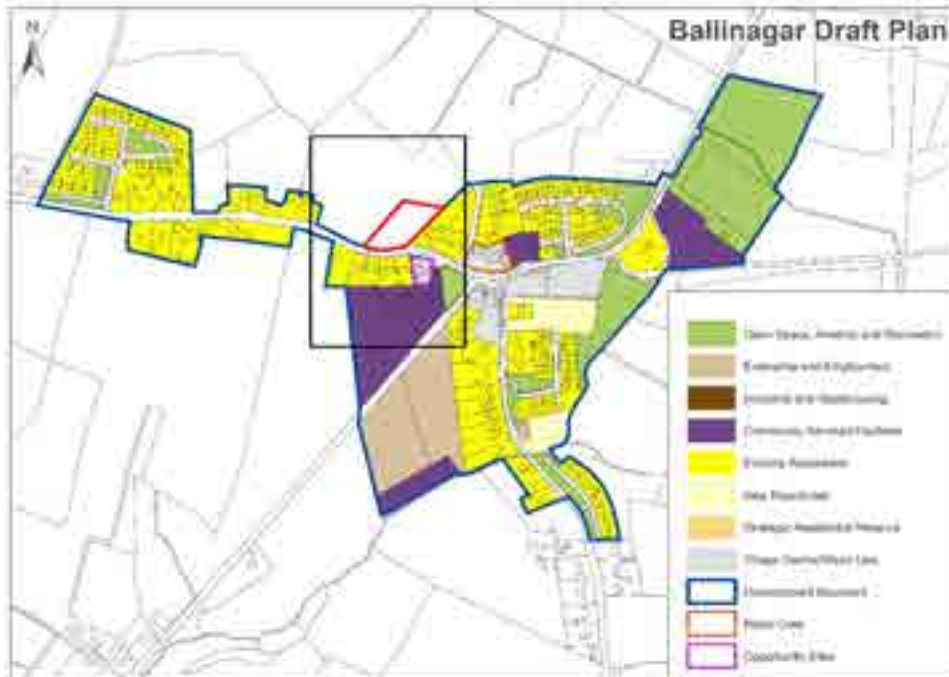
**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.



Reference Number	Section
MA344	Ballinagar Village Plan

**Zoning Amendment:**



3.2.2 Ballycumber

Reference Number	Section
MA345	Ballycumber Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

3.2.3 Belmont

Reference Number	Section
MA346	Belmont Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

### 3.2.4 Bracknagh

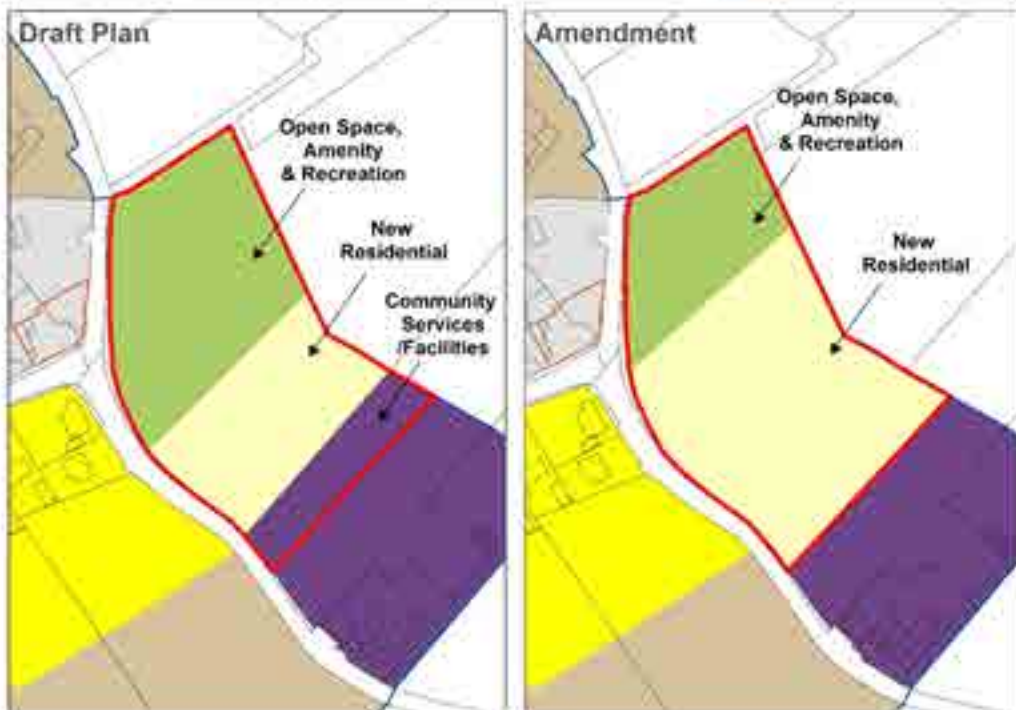
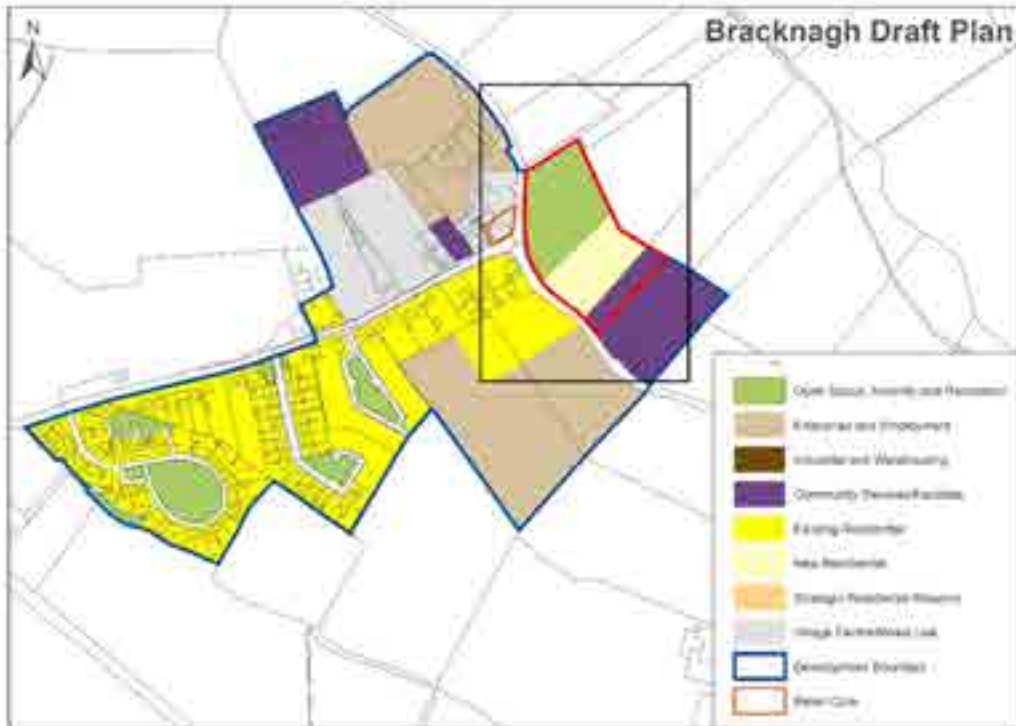
Reference Number	Section
MA347	Bracknagh Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

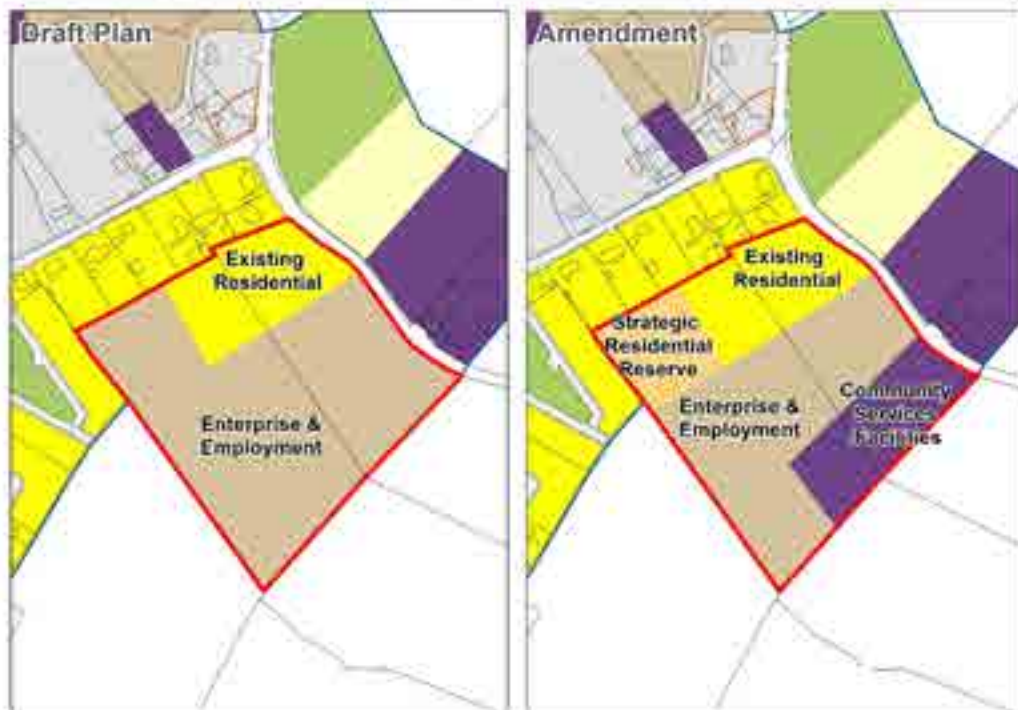
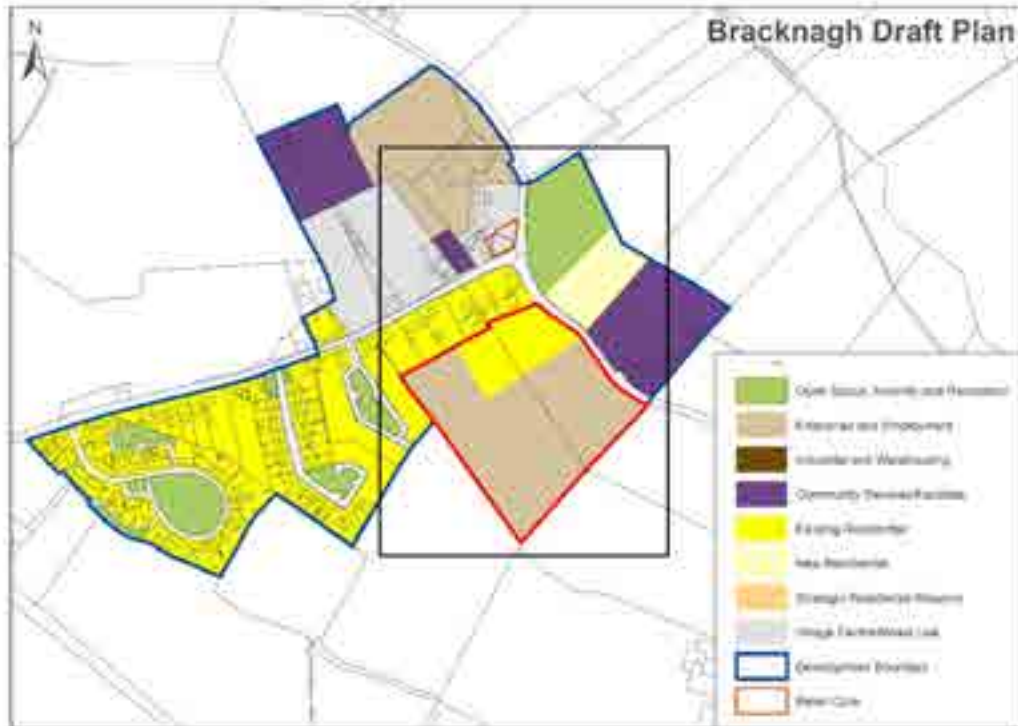
Reference Number	Section
MA348	Bracknagh Village Plan

**Zoning Amendment:**



Reference Number	Section
MA349	Bracknagh Village Plan

**Zoning Amendment:**



3.2.5 Cloghan

Reference Number	Section
MA350	Cloghan Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

3.2.6 Clonbullogue

Reference Number	Section
MA351	Clonbullogue Village Plan

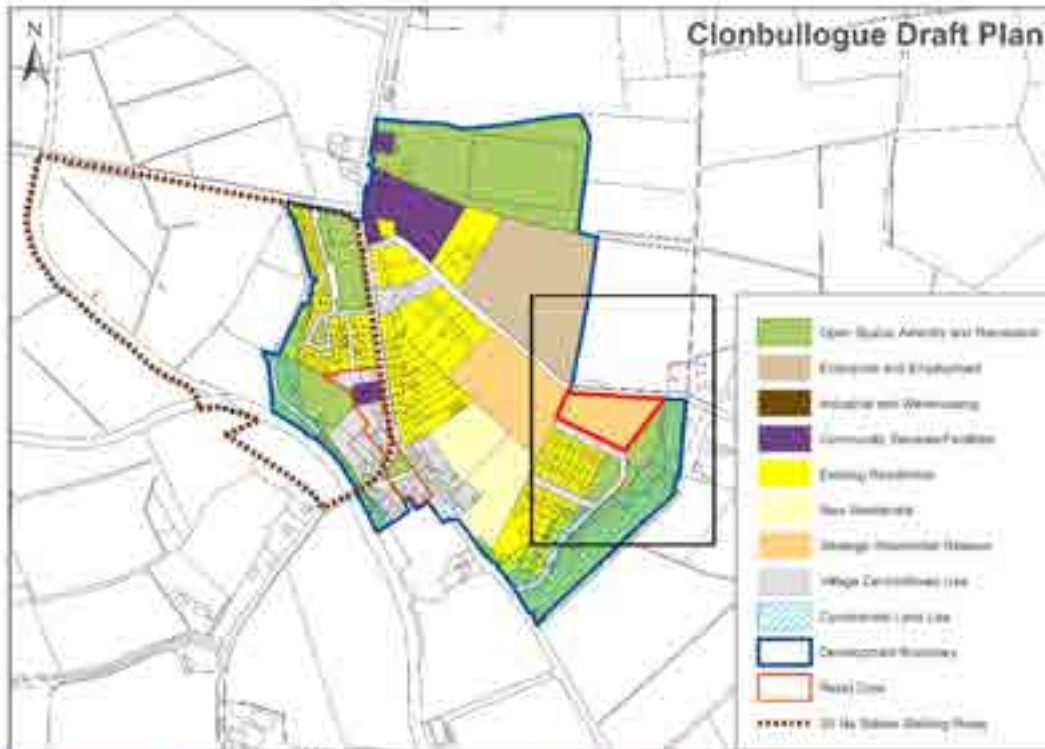
**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.



Reference Number	Section
MA352	Clonbullogue Village Plan

**Zoning Amendment:**



3.2.7 Cloneygowan

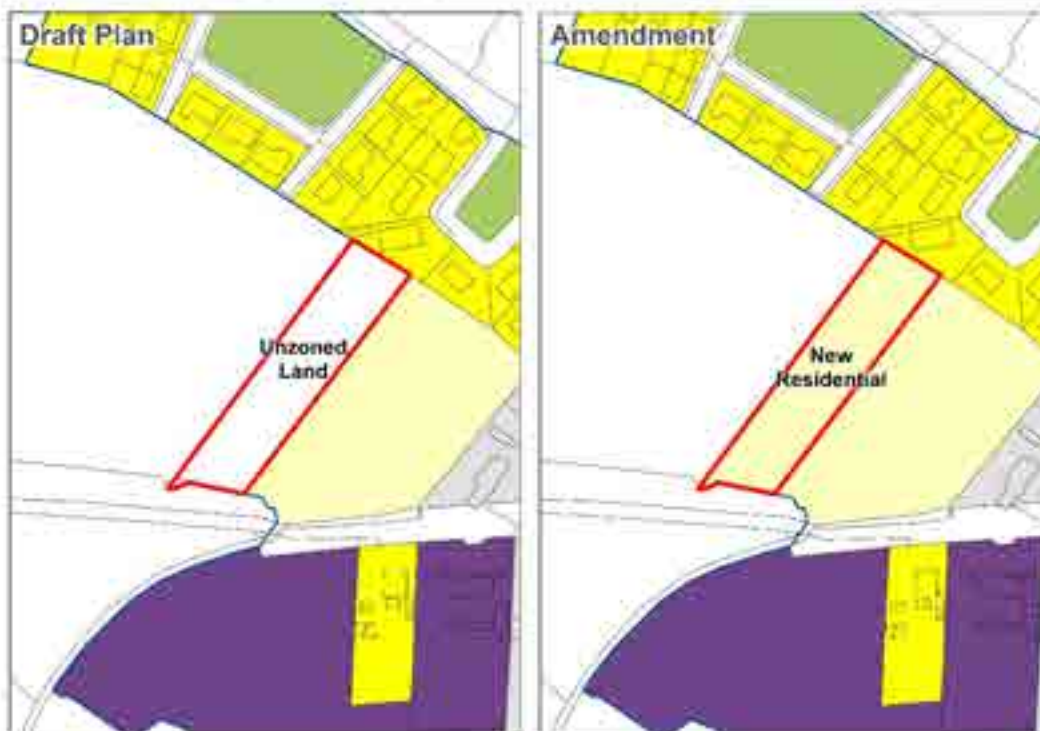
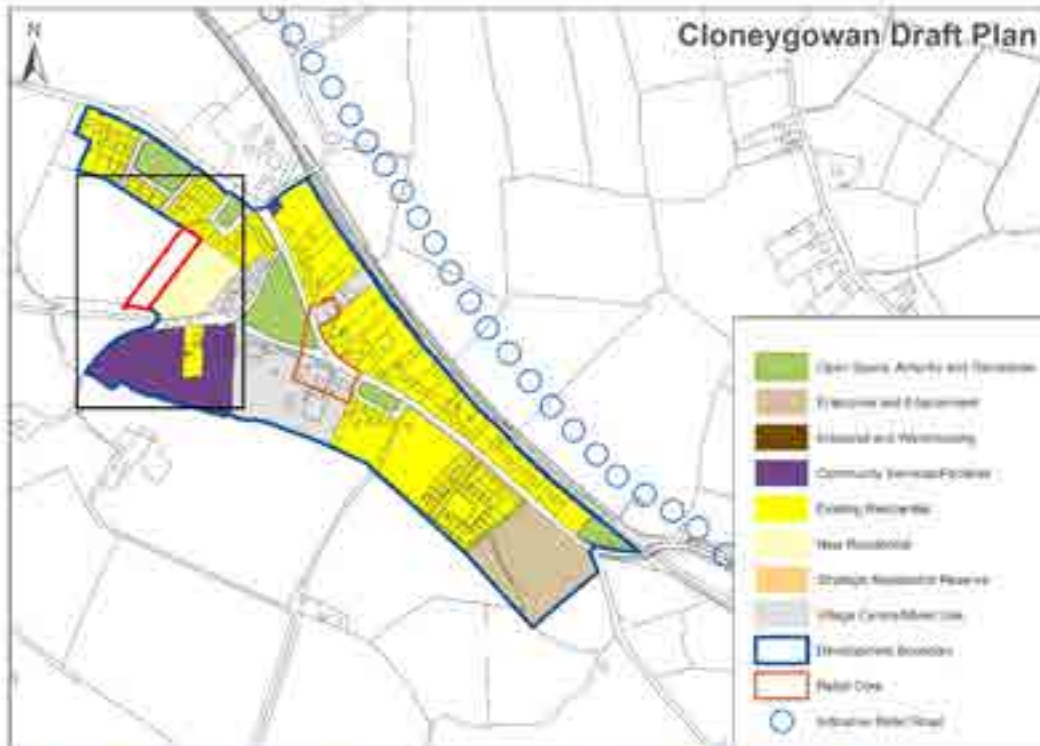
Reference Number	Section
MA353	Cloneygowan Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

Reference Number	Section
MA354	Cloneygowan Village Plan

**Zoning Amendment:**



### 3.2.8 Coolderry

Reference Number	Section
MA355	Coolderry Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

3.2.9 Geashill

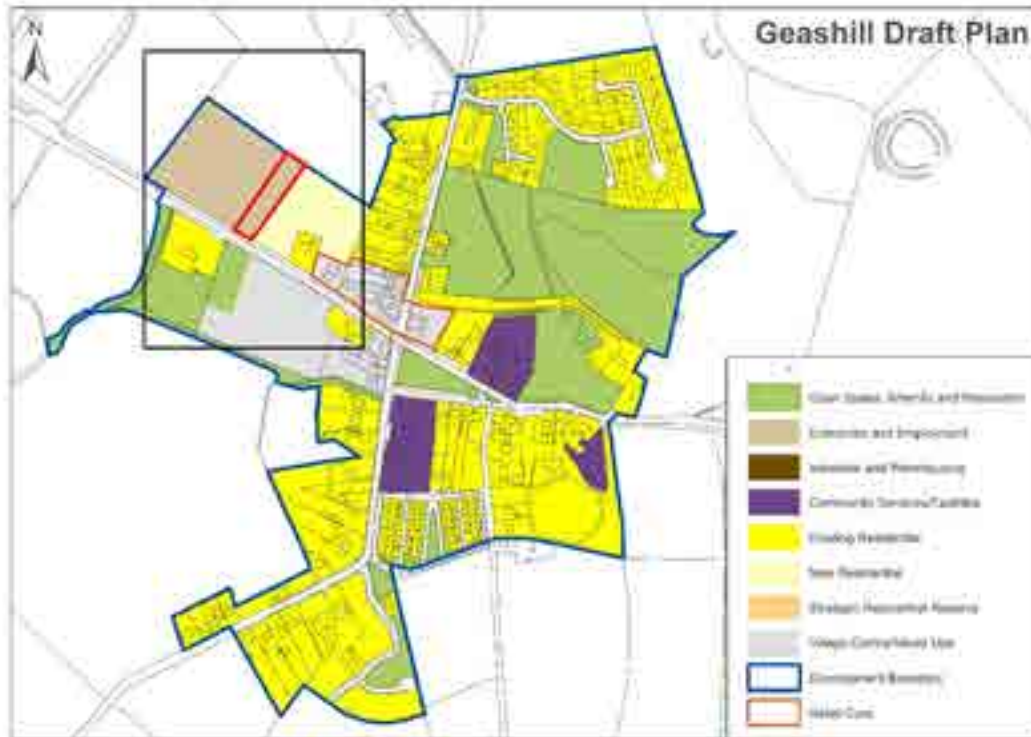
Reference Number	Section
MA356	Geashill Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

Reference Number	Section
MA357	Geashill Village Plan

**Zoning Amendment:**



### 3.2.10 Killeigh

Reference Number	Section
MA358	Killeigh Village Plan

**Insert:**

**Settlement Context:** Killeigh is an attractive village situated at the crossroads of the N80 and local roads. It is strategically positioned approximately 8km from Tullamore and 26km from Portlaoise. The village is centred around a village green at the crossroads and has generally expanded in a linear fashion along the constituent roads. The village is affected by a flood zone which generally follows the watercourse running through the village. There are also a number of archaeological features in the village. **Killeigh Village contains a number of key sites of archaeological significance including the site of the Franciscan Friary, the site of the Augustinian Priory, the site of the Augustinian Nunnery and the Holy Wells.**

Reference Number	Section
MA359	Killeigh Village Plan

**Insert:**

**Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.**

Reference Number	Section
MA360	Killeigh Village Plan

**Insert:**

#### **Housing and Sustainable Communities Objectives**

**New development shall have regard to the existing character of the village and will be required to protect the setting of sites and features of archaeological significance.**

Reference Number	Section
MA361	Killeigh Village Plan

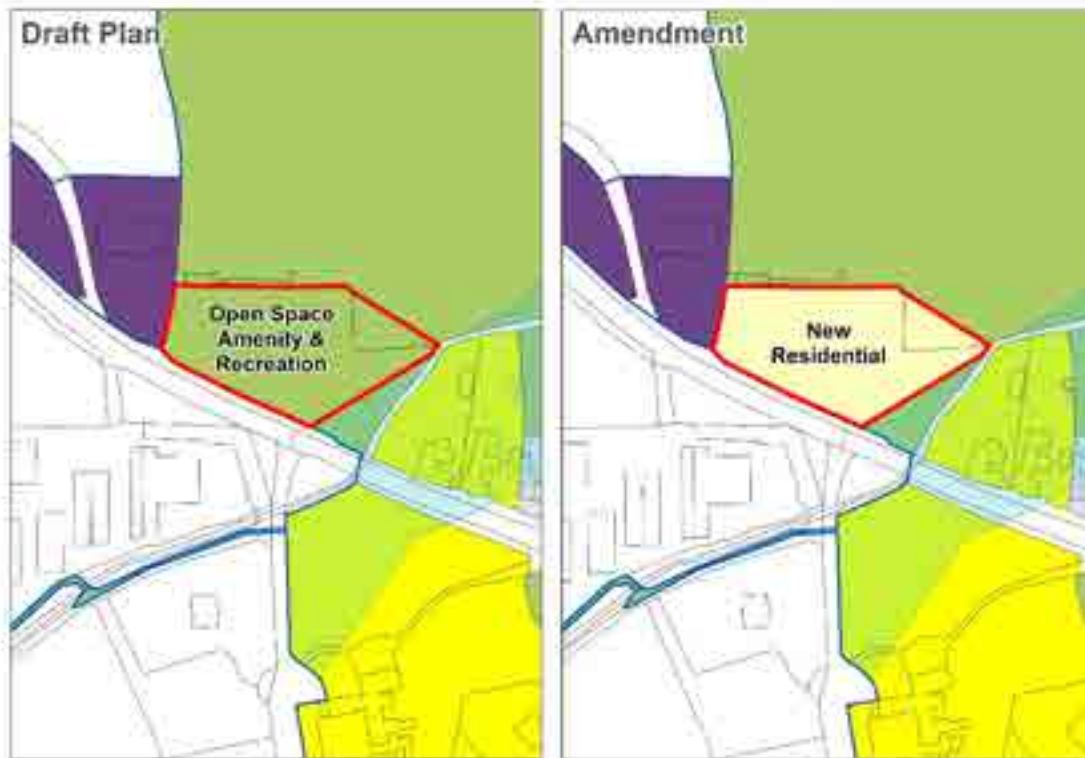
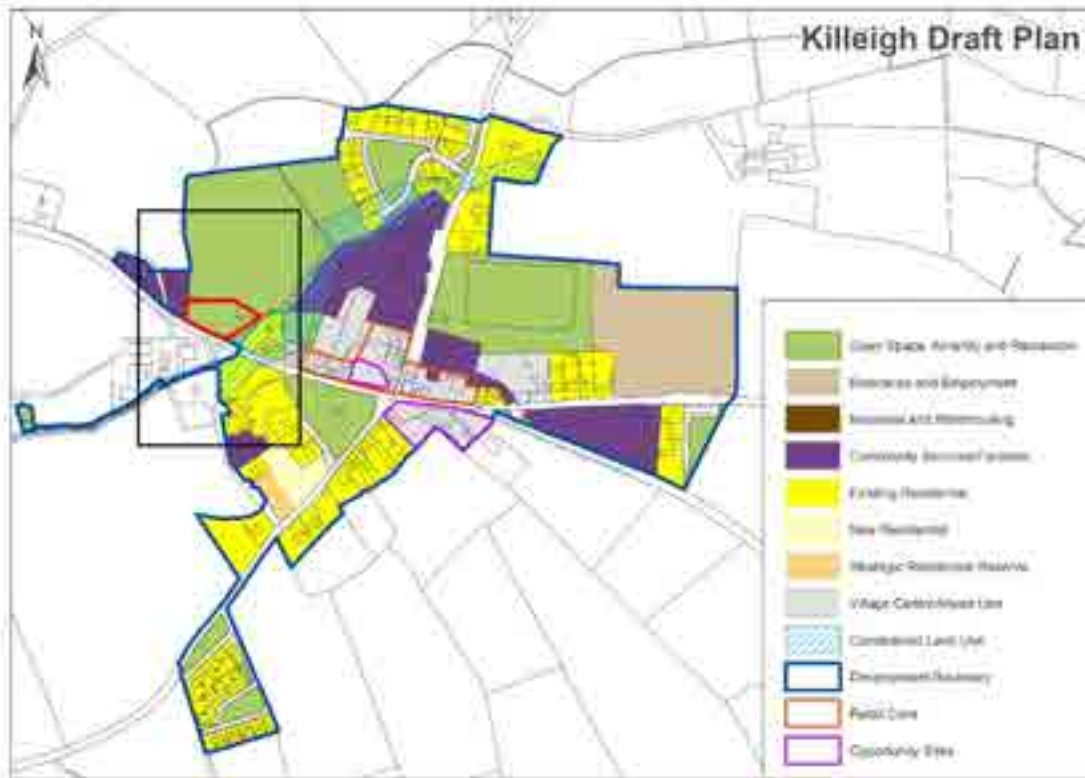
**Insert:**

#### **Healthy Place Making and Infrastructure Objectives**

**To support the undergrounding of overhead cables in the village.**

Reference Number	Section
MA362	Killeigh Village Plan

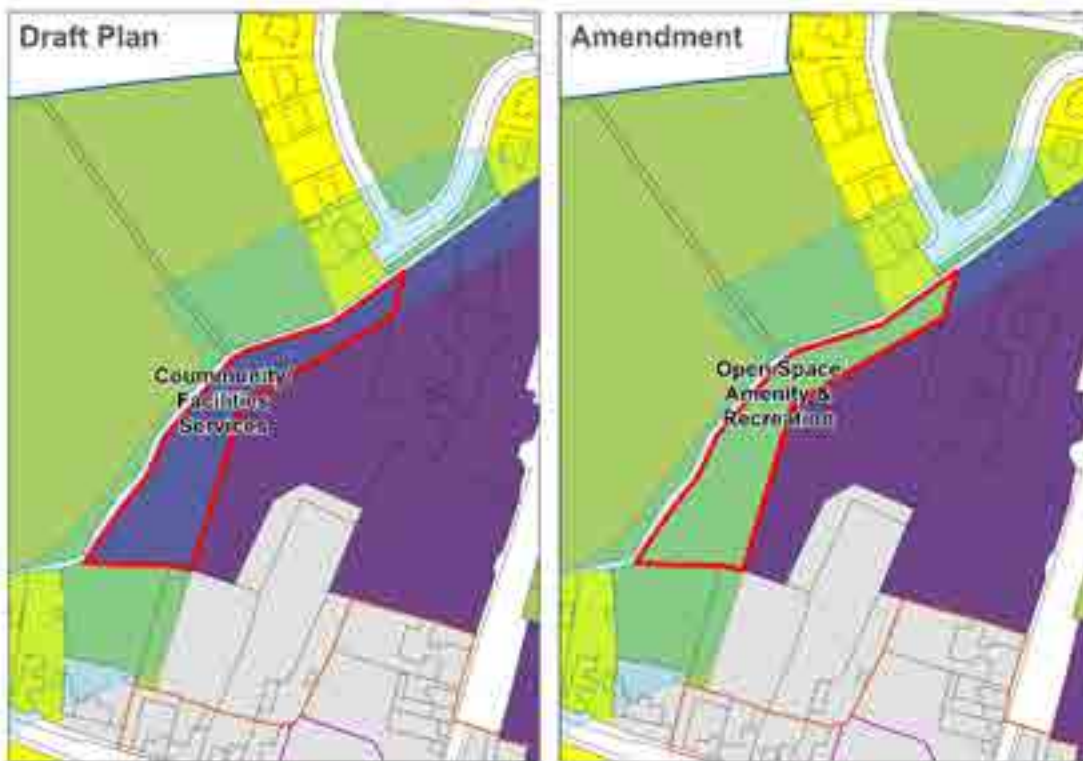
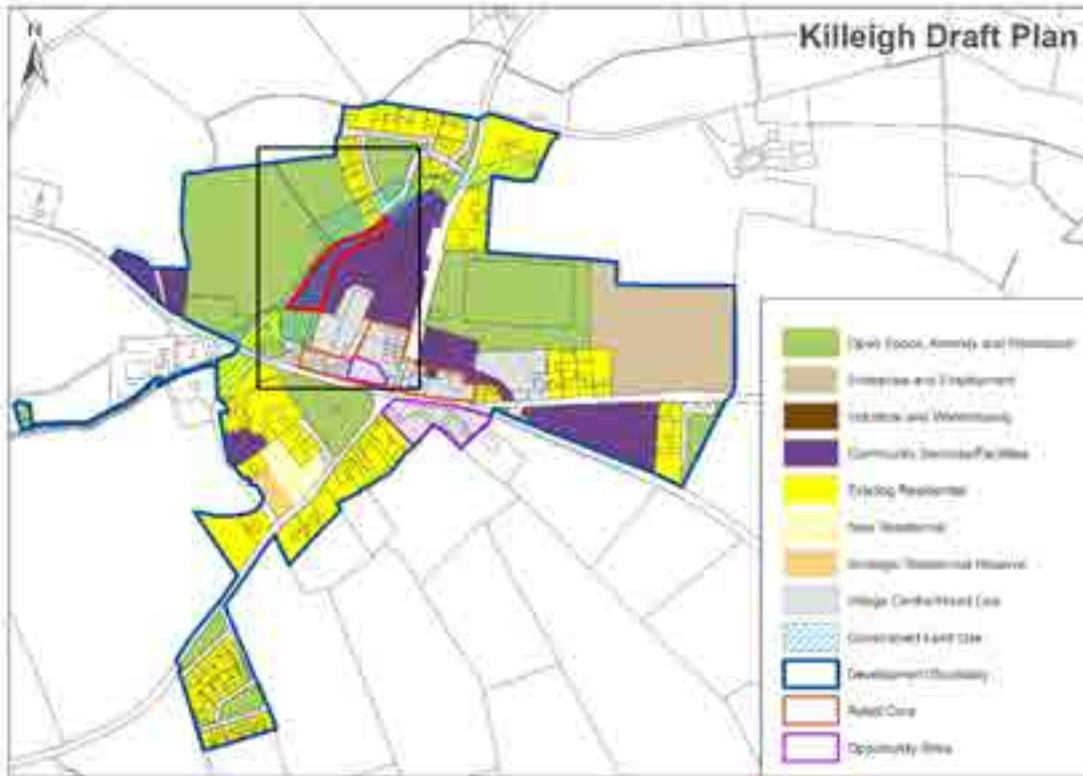
**Zoning Amendment:**





Reference Number	Section
MA363	Killeigh Village Plan

**Zoning Amendment:**



3.2.11 Kinnitty

Reference Number	Section
MA364	Kinnitty Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

### 3.2.12 Moneygall

Reference Number	Section
MA365	Moneygall Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

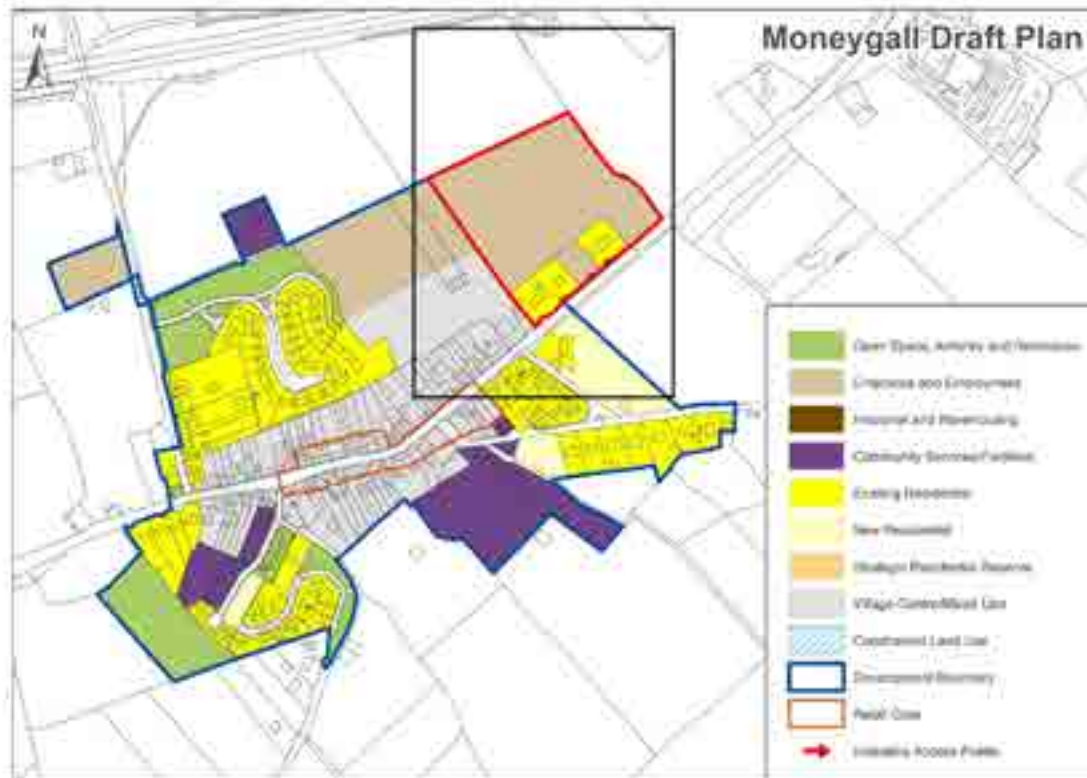
Reference Number	Section
MA366	Moneygall Village Plan

**Delete:**

~~SO5 — To actively promote Moneygall as a destination for new business, for example in the distribution and warehousing sector, given its strategic location on the M7 motorway.~~

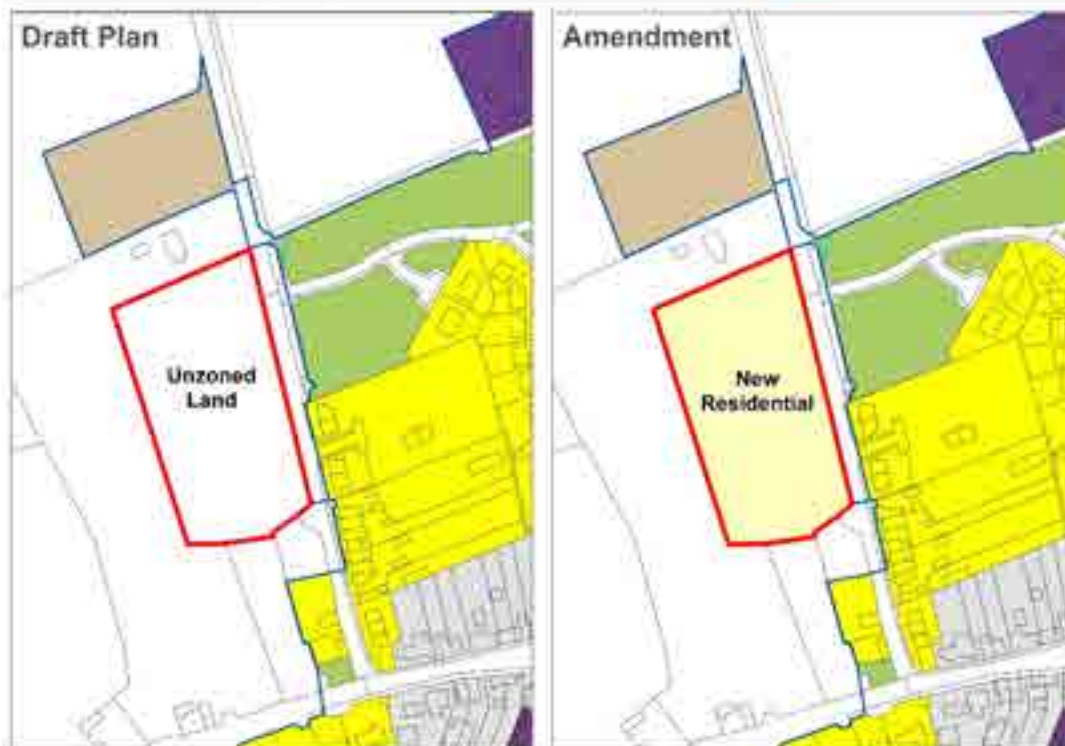
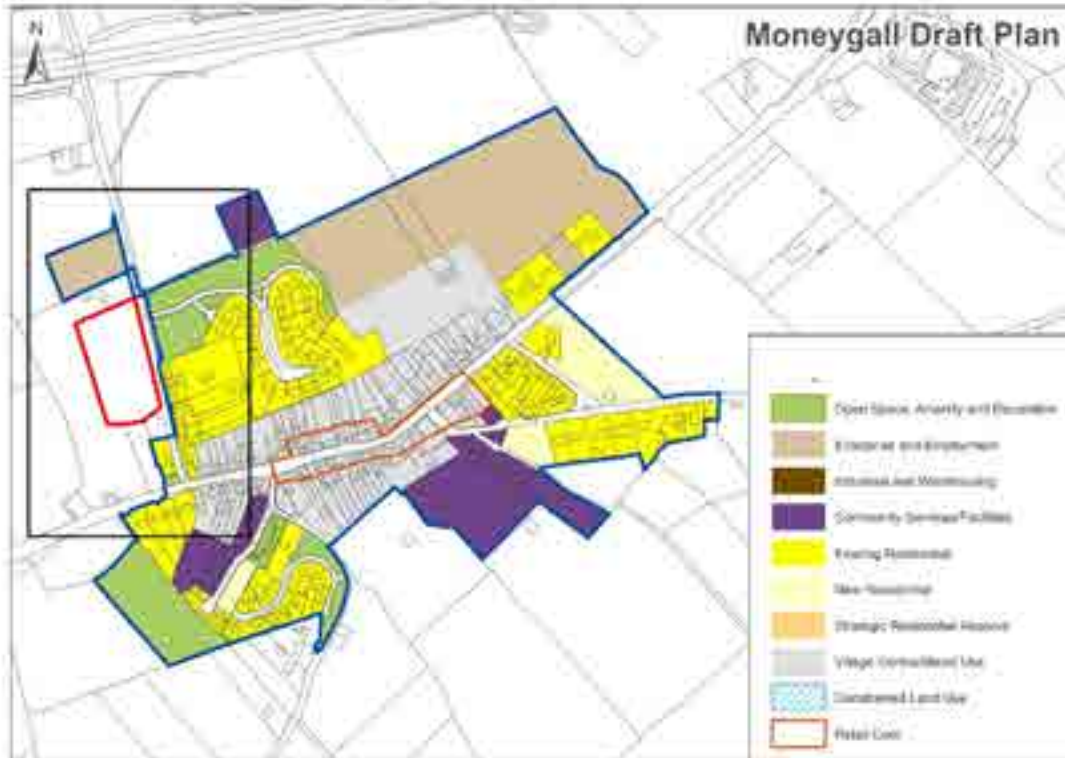
Reference Number	Section
MA367	Moneygall Village Plan

**Zoning Amendment:**



Reference Number	Section
MA368	Moneygall Village Plan

**Zoning Amendment:**



3.2.13 Mountbolus

Reference Number	Section
MA369	Mountbolus Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

### 3.2.14 Mucklagh

Reference Number	Section
MA370	Mucklagh Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

Reference Number	Section
MA371	Mucklagh Village Plan

**Delete and Insert:**

#### Healthy Place Making and Infrastructure Objectives

SO8 To ~~improve~~ support the provision of public amenities / recreational facilities in the village, including a community playground and exercise fitness zone areas.

Reference Number	Section
MA372	Mucklagh Village Plan

**Delete and Insert:**

#### Healthy Place Making and Infrastructure Objectives

SO10 To investigate the feasibility of upgrading footpaths and providing a cycle lane to link Mucklagh Village to ~~Charleville Road in~~ Tullamore Town.

Reference Number	Section
MA373	Mucklagh Village Plan

**Insert:**

#### Healthy Place Making and Infrastructure Objectives

To investigate the feasibility of providing public lighting between Mucklagh Bridge and Charleville Roundabout.

Reference Number	Section
MA374	Mucklagh Village Plan

**Insert:**

#### Healthy Place Making and Infrastructure Objectives

To support the development of car parking at Mucklagh community Centre, to include electric car charging points.

Reference Number	Section
MA375	Mucklagh Village Plan

**Insert:**

#### **Healthy Place Making and Infrastructure Objectives**

To investigate the feasibility of providing a footpath, cycle path, public lighting and, if necessary, a pedestrian crossing, to link the potential new grounds of the Mucklagh Schoolboys/girls Community Soccer Club with the village core.

Reference Number	Section
MA376	Mucklagh Village Plan

**Insert:**

#### **Healthy Place Making and Infrastructure Objectives**

To investigate the feasibility of improving the junction between Mucklagh Road and Brocca Road and providing a footpath, cycle lane and public lighting from the Brocca Road junction south to Shamrocks GAA grounds.

Reference Number	Section
MA377	Mucklagh Village Plan

**Insert:**

#### **Healthy Place Making and Infrastructure Objectives**

To promote public realm improvements including native tree planting and pollinator friendly planting projects in the village.



### 3.2.15 Pollagh / Lemanaghan

Reference Number	Section
MA378	Pollagh/Lemanaghan Village Plan

**Delete and Insert:**

**Services and Facilities:** Community Shop ~~and Youth Space~~, Men's Shed, ~~Shop~~, Pub, National School, Roman Catholic Church, GAA Grounds, Community Centre (~~including Youth Space~~), Bring Centre. ~~Soccer Pitch~~. The village is served by the Local Link bus service.

Reference Number	Section
MA379	Pollagh/Lemanaghan Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

Reference Number	Section
MA380	Pollagh/Lemanaghan Village Plan

**Delete and Insert:**

**Economic Development and Regeneration Objectives**

SO3 To ~~promote the maintain and expand~~ expansion of the local service provision in the village, ~~and to maintain and support existing local and community services including the Community Shop.~~

Reference Number	Section
MA381	Pollagh/Lemanaghan Village Plan

**Insert:**

**Economic Development and Regeneration Objectives**

SO4 To promote Pollagh-Lemanaghan as a destination on the Grand Canal Greenway and the proposed 'Shannon Monastic Greenway' and 'Lough Boora Parklands and Drinagh Wetlands' cycling routes contained in Figure 6.14 of Volume 1 of this County Development Plan ~~and as a destination close to the Turraun Wetlands~~ and to support uses, infrastructure and development that achieve this objective.

Reference Number	Section
MA382	Pollagh/Lemanaghan Village Plan

**Insert:**

#### **Economic Development and Regeneration Objectives**

To promote Pollagh-Lemanaghan as a canal-side village / stop-off destination for boats travelling on the Grand Canal and to support uses, infrastructure and development that achieve this objective, while having regard to Policies TRP-02 and TRP-18 under Chapter 6 'Tourism and Recreation'.

Reference Number	Section
MA383	Pollagh/Lemanaghan Village Plan

**Insert:**

#### **Economic Development and Regeneration Objectives**

To promote tourism initiatives in the village including the potential of the River Brosna and Grand Canal for watersports, while having regard to Policies TRP-02 and TRP-18 under Chapter 6 'Tourism and Recreation'.

Reference Number	Section
MA384	Pollagh/Lemanaghan Village Plan

**Insert:**

#### **Economic Development and Regeneration Objectives**

To improve the appearance of Plunkett Bridge.

Reference Number	Section
MA385	Pollagh/Lemanaghan Village Plan

**Delete:**

#### **Healthy Place Making and Infrastructure Objectives**

SO5 To improve pedestrian facilities in the village including pedestrian links between the Community Shop and Bridge. ~~and between Pollagh and Lemanaghan.~~

Reference Number	Section
MA386	Pollagh/Lemanaghan Village Plan

**Insert:**

#### **Healthy Place Making and Infrastructure Objectives**

To investigate the feasibility of providing a footpath between Pollagh and Lemanaghan.

Reference Number	Section
MA387	Pollagh/Lemanaghan Village Plan

**Insert:**

**Healthy Place Making and Infrastructure Objectives**

SO7 To enhance biodiversity in the village, including the promotion of pollinator projects and pollinator friendly planting schemes in the village.

Reference Number	Section
MA388	Pollagh/Lemanaghan Village Plan

**Insert:**

**Healthy Place Making and Infrastructure Objectives**

To improve public amenities in the village, such as a walkway along the River Brosna and the provision of an area of public open space in the village.

### 3.2.16 Rhode

Reference Number	Section
MA389	Rhode Village Plan

**Delete:**

Rhode Energy Park is strategically located on the outskirts of Rhode, just 7km from the M6 Dublin to Galway motorway. The business park has been established on the site of a former ESB Power Station and occupies approximately 5.3ha with 13 serviced sites. The area has a strong heritage in energy production, and coupled with the strategic location, the park is considered suitable for Green Energy as well as other complementary uses. ~~such as Green Enterprise, Food Processing, Manufacturing, Logistics, Engineering and Research and Development (R&D).~~

Reference Number	Section
MA390	Rhode Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

Reference Number	Section
MA391	Rhode Village Plan

**Insert:**

**Economic Development and Regeneration Objectives**

SO6 To support and promote the development of Rhode Green Energy Park for Green Energy as well as other complementary uses **in accordance with Objectives ENTO- 13, ENTO-14, ENTO-15 and ENTO-16, and Tables 5.2, 5.3 and 5.4, contained in Chapter 5 ‘Economic Development Strategy’.**

Reference Number	Section
MA392	Rhode Village Plan

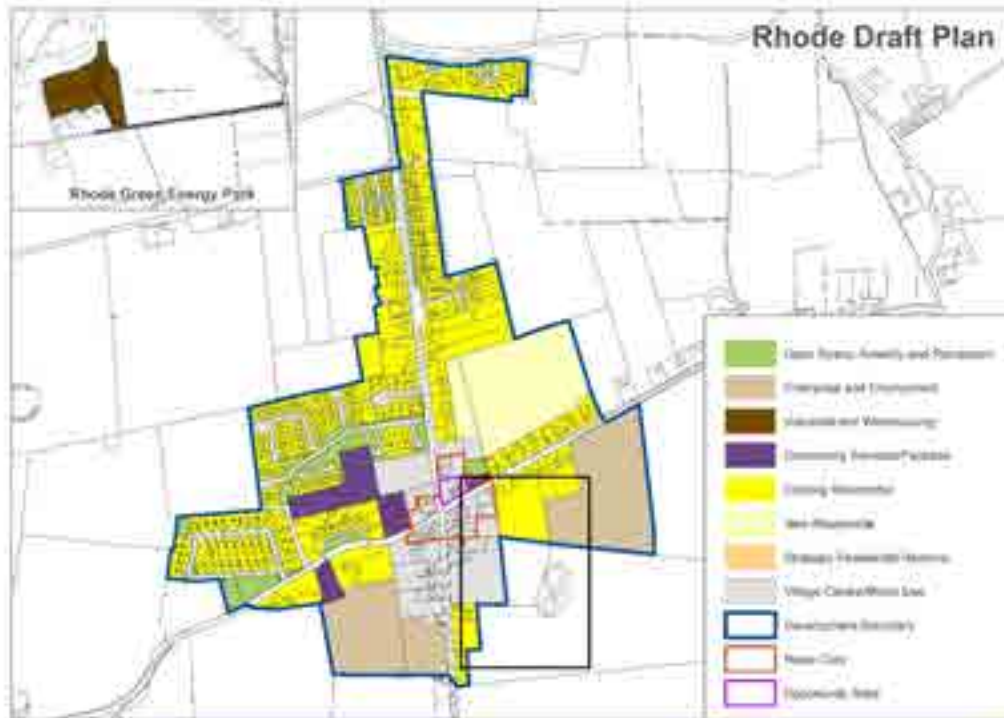
**Insert:**

(Site Specific Objective)

Rhode Green Energy Park is zoned ‘Industrial and Warehousing’. Table 5.3 of Chapter 5 ‘Economic Development Strategy’ outlines appropriate uses that will be considered and inappropriate uses that will not be considered by the Planning Authority within the Rhode Green Energy Park. It should be noted that the uses identified appropriate and inappropriate in Table 5.3 relating to the Rhode Green Energy Park take precedence over the acceptability or otherwise of uses which apply to ‘Industrial and Warehousing’ as contained in Table 12.1 Land Use Zoning Matrix in Chapter 12 ‘Land Use Zoning Objectives’.

Reference Number	Section
MA393	Rhode Village Plan

**Zoning Amendment:**



3.2.17 Riverstown

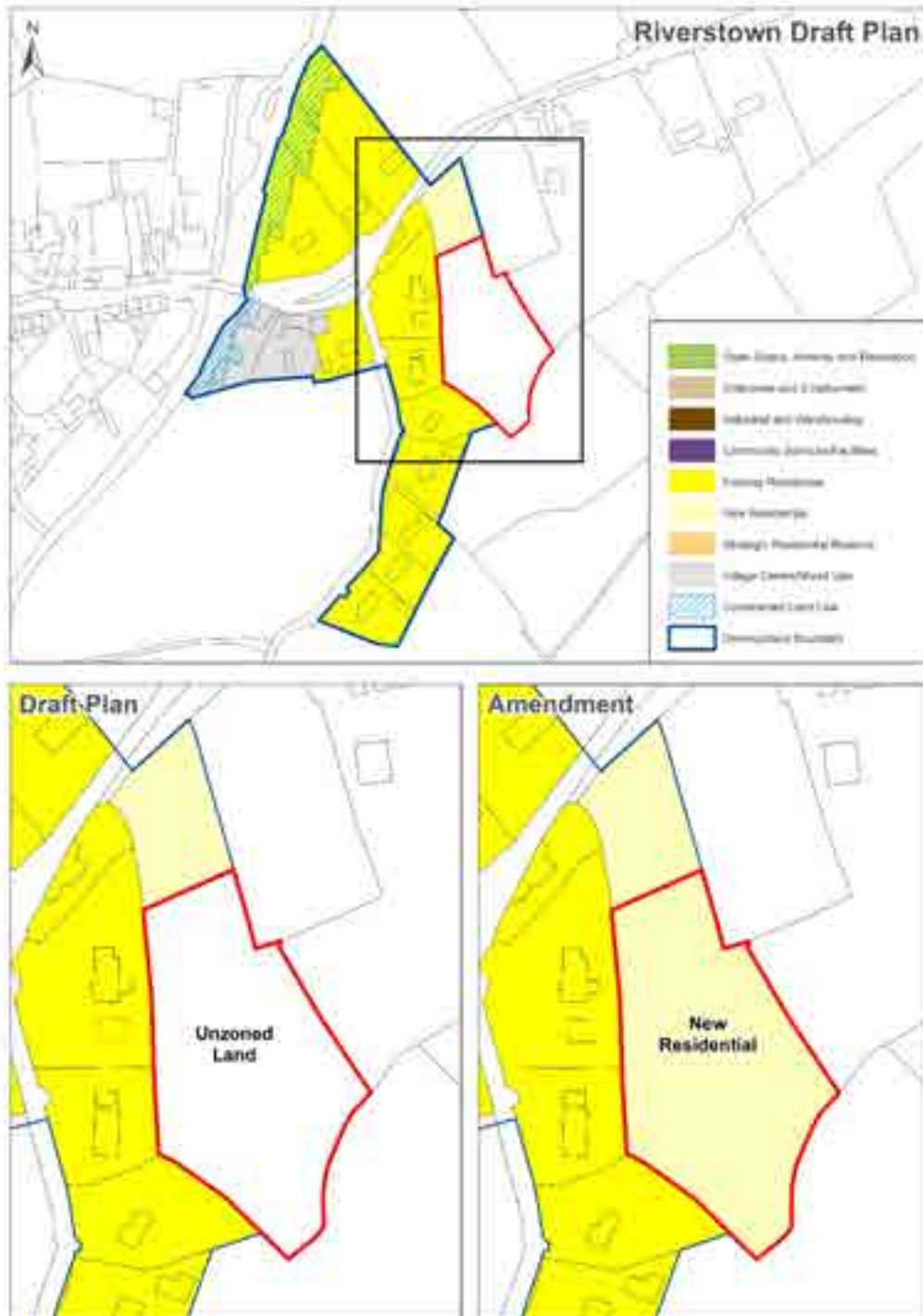
Reference Number	Section
MA394	Riverstown Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

Reference Number	Section
MA395	Riverstown Village Plan

**Zoning Amendment:**



3.2.18 Shannon Harbour

Reference Number	Section
MA396	Shannon Harbour Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.



### 3.2.19 Shannonbridge

Reference Number	Section
MA397	Shannonbridge Village Plan

**Delete and Insert:**

**Settlement Context:** Shannonbridge is situated at a bridging point of the River Shannon in West Offaly on the border with County Roscommon. It is approximately 10km south of Clonmacnoise at the junction of the R357 and R444. The settlement is predominately linear in fashion and characterised by low density development and a traditional main street. Environmental and flood designations restrict development to the north and south along the River Shannon. Historically, ~~the~~ West Offaly Power ~~Station, which closed in 2021, has been~~ was a key employer in the area. Given its location on the River Shannon and proximity to Clonmacnoise, tourism also makes a significant contribution to the local economy. This tourism potential can be further developed by promoting Shannonbridge as a tourism hub for exploring Clonmacnoise and a node on the county's proposed greenway network.

Reference Number	Section
MA398	Shannonbridge Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

Reference Number	Section
MA399	Shannonbridge Village Plan

**Insert:**

**Economic Development and Regeneration Objectives**

**SO6** To make provision for developments that establish Shannonbridge as a visitor base for Clonmacnoise monastic site, ~~its cultural landscape~~, and as a destination along the proposed Shannon Monastic Greenway and Shannon Blueway as contained in Figure 6.14 of Volume 1 of this County Development Plan and to encourage uses and development that achieve this objective.

3.2.20 Shinrone

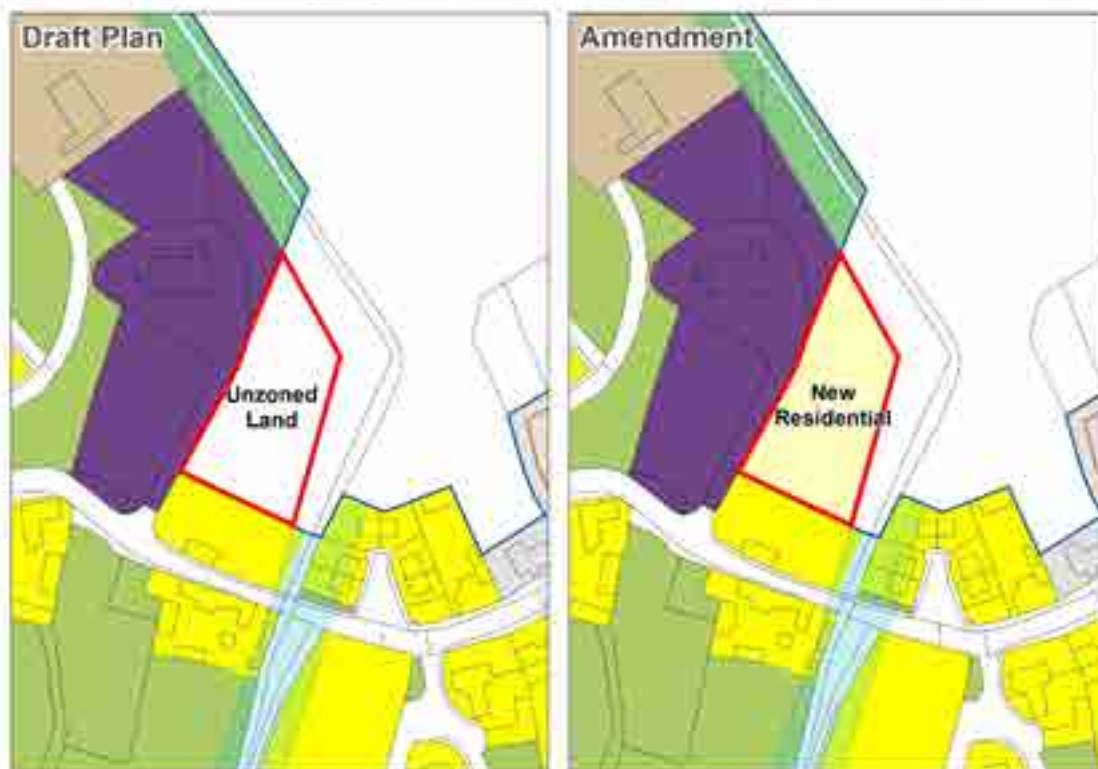
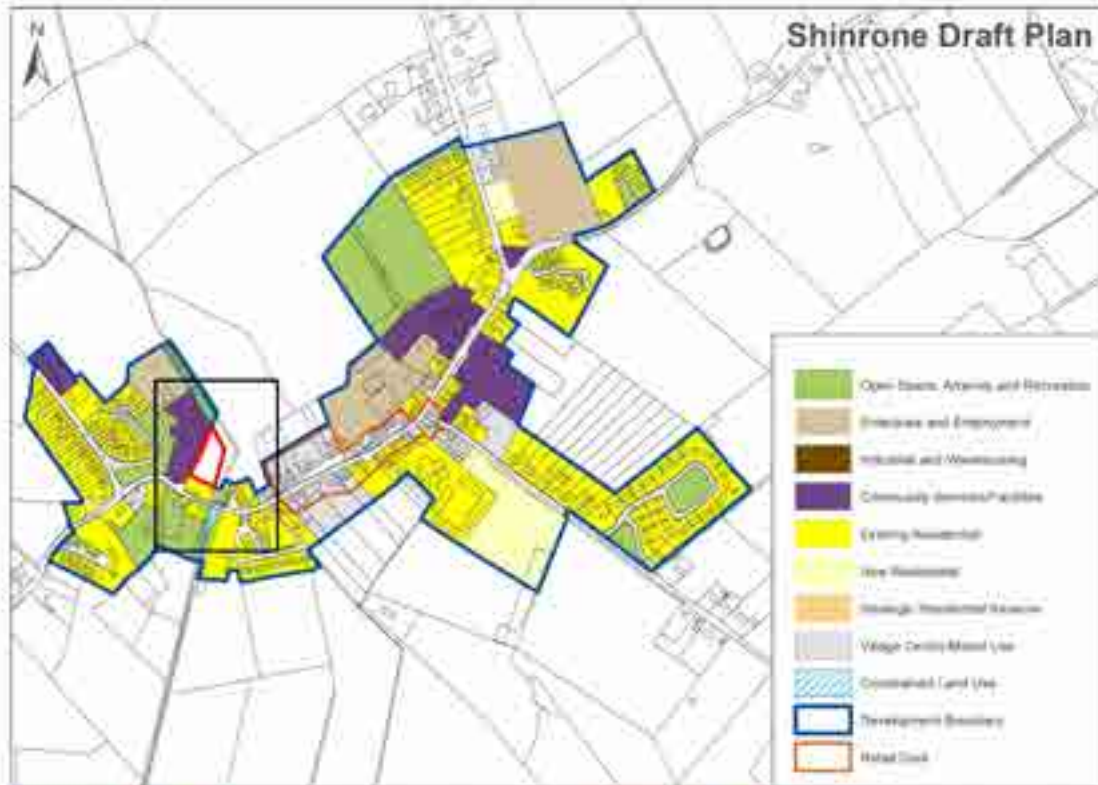
Reference Number	Section
MA400	Shinrone Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

Reference Number	Section
MA401	Shinrone Village Plan

**Zoning Amendment:**



3.2.21 Walsh Island

Reference Number	Section
MA402	Riverstown Village Plan

**Insert:**

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

### 3.2.22 Rahan

Reference Number	Section
MA403	Rahan Village Plan

#### Delete:

#### ~~Rahan Sráid Plan~~

#### ~~Settlement Description~~

---

~~**Settlement Context:** Rahan is a rural settlement, located along the Clodiagh River, 10km northwest of Tullamore. Rahan Bridge, which crosses over the Clodiagh River, acts as the focal point of this Sráid. The Rahan Monastic site and Church are located to the south-east of the settlement.~~

~~**Services and Facilities:** National School and Community Centre. The GAA grounds and Rahan golf driving range are located outside the settlement boundary.~~

~~**Waste Water Treatment:** The housing estate, called College View, located on the east side of the Sráid, is served by a shared effluent system. The remainder of the properties in the Sráid have individual effluent treatment systems.~~

~~**Water Supply:** Rahan Public Water Scheme~~

~~**Broadband:** High speed broadband is available.~~

#### ~~Settlement Objectives~~

---

##### ~~General Objectives~~

##### ~~Infrastructure and Public Realm~~

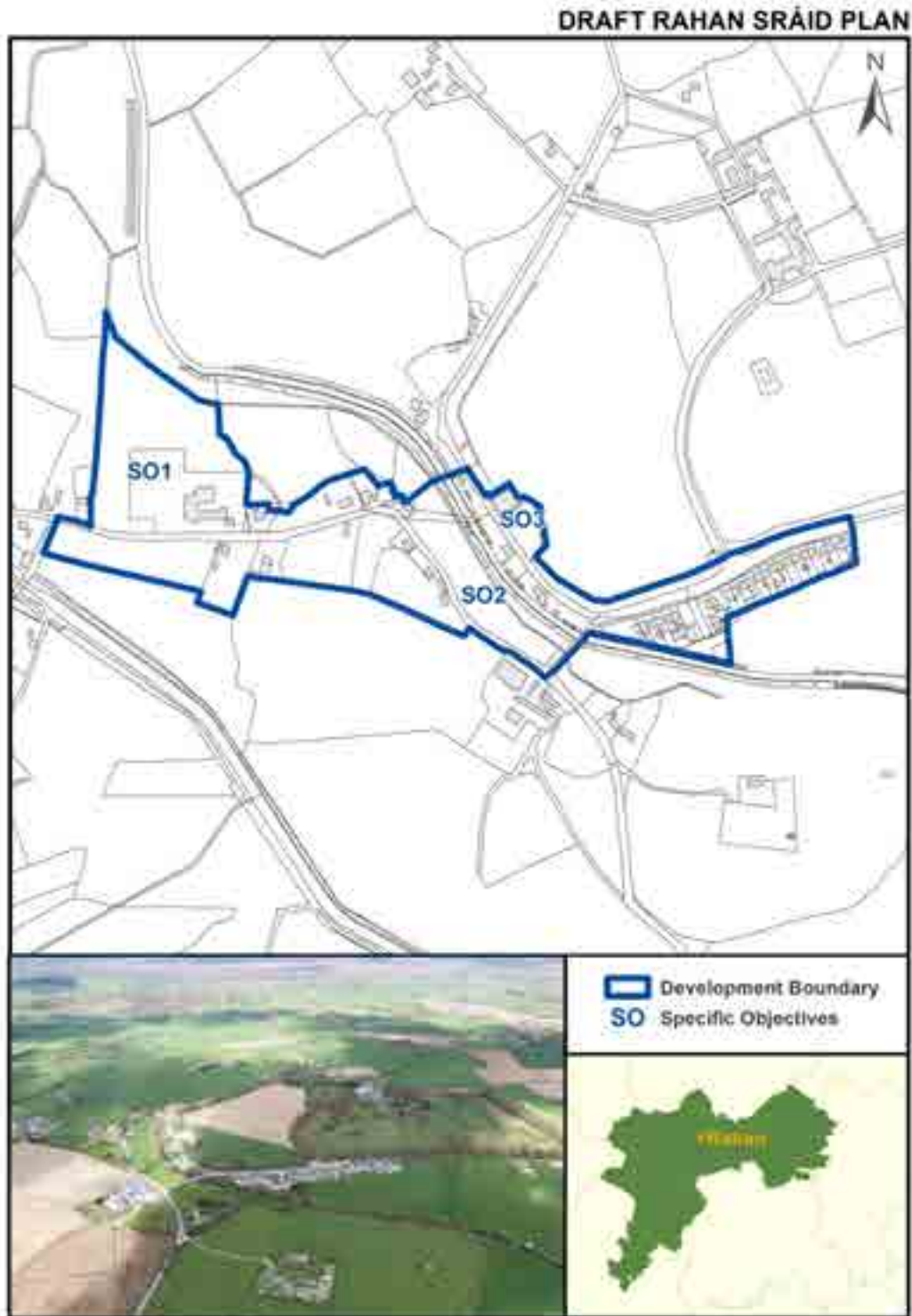
- ~~GO1 Further improvement of the existing road network, public lighting and footpaths.~~
- ~~GO2 To improve pedestrian facilities in the settlement including links to the GAA grounds, community hall, national school and the Grand Canal Greenway.~~
- ~~GO3 Gateway features and measures to improve traffic calming on approach to Sráid.~~

##### ~~Development and Design~~

- ~~GO4 To protect the amenity value and rural character of the village, including the Clodiagh River, mature trees, hedgerows, stone boundary walls and archaeological features.~~
- ~~GO5 Promotion of small scale, high quality design, very low-density linear development within the development boundary.~~
- ~~GO6 Facilitate and encourage redevelopment and reuse of vacant and derelict buildings.~~

##### ~~Specific Objectives (refer to map)~~

- ~~SO1 Reserve lands to facilitate the provision of further extensions of the existing National School and associated facilities.~~
- ~~SO2 To protect the designated open space buffer along the Clodiagh River which is liable to flooding and to investigate the feasibility of providing a riverside amenity area at this location.~~
- ~~SO3 Formalisation of car parking on both sides of the road and public realm enhancement works in the vicinity of the Community Centre.~~



Reference Number	Section
MA404	Rahan Village Plan

**Insert:**

## Rahan Village Plan

### Settlement Description

---

**Settlement Context:** Rahan Village is a rural settlement, located along the Clodiagh River, 10km northwest of Tullamore. Rahan Bridge, which crosses over the Clodiagh River, acts as the focal point of this village. The former shop and post office can be regarded as being the former retail core of the village.



**Population:** 105 (estimate)

**Services and Facilities:** National School and Community Centre. The GAA grounds and Rahan golf driving range are located outside the development boundary.

**Waste Water Treatment:** The housing estate, called College View, located on the east side of the village, is served by a packaged treatment system. The remainder of the properties in the village have individual effluent treatment systems.

**Water Supply:** Rahan Public Water Scheme

**Broadband:** High Speed Fibre Broadband

Appendix 2 of Volume 1 of the County Development Plan includes an Infrastructural Assessment Report which addresses infrastructure provision, deficiencies and investment proposals relating to the towns and villages.

### Settlement Objectives

---

#### Housing and Sustainable Communities Objectives

- SO1 To ensure that future growth is balanced and sustainable and is appropriate to the scale, size and character of the existing village.
- SO2 To encourage the development of infill sites to create a compact, vibrant village.
- SO3 Constrained Land Use zoning shall be developed in accordance with Section 12.6, Objective LUZO-14 in Volume 1 of this County Development Plan.

#### Economic Development and Regeneration Objectives

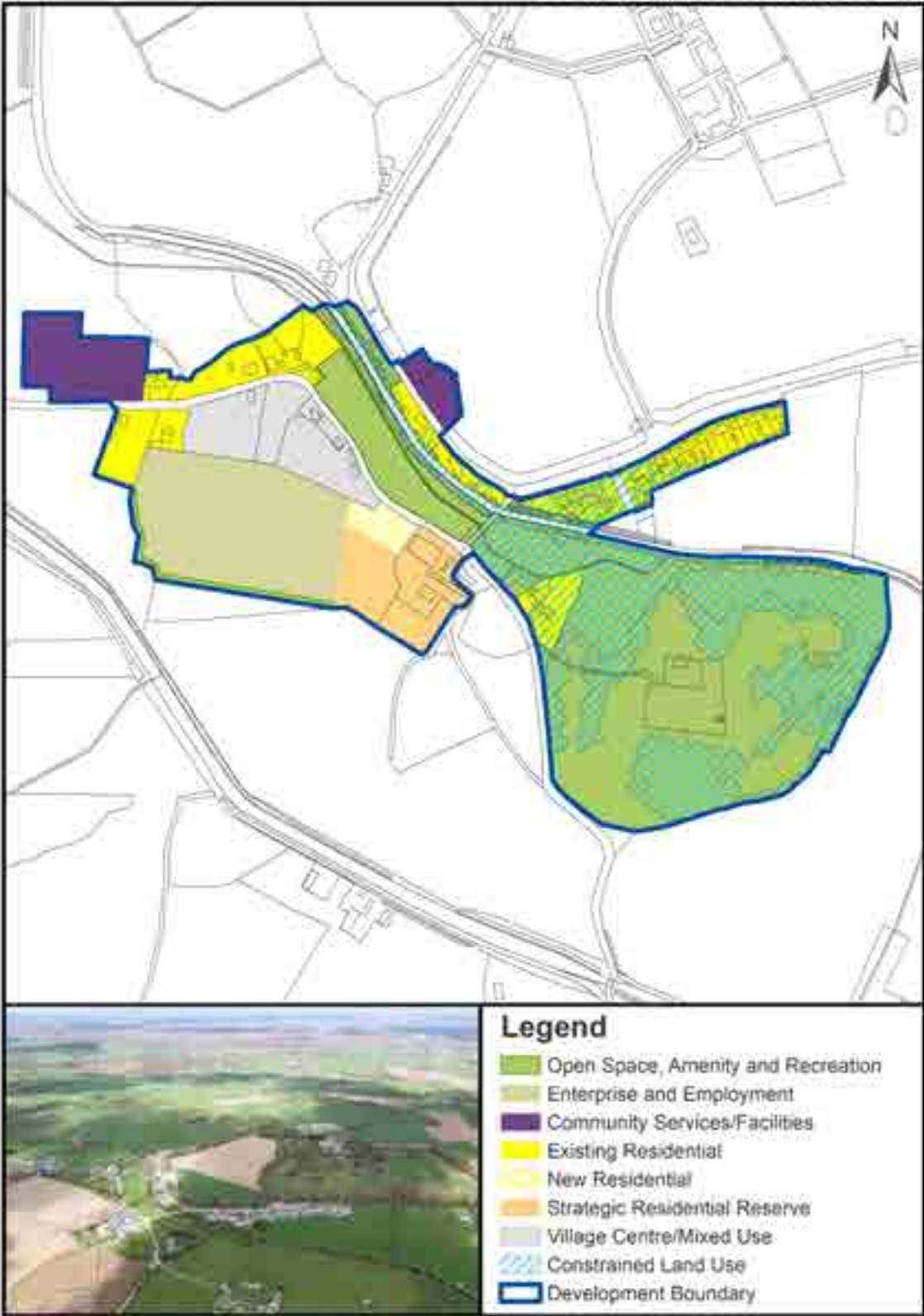
- SO4 To encourage the development of small-scale retail / commercial services in the village to serve the local population and commensurate with population growth.
- SO5 To support uses that establish Rahan as a destination on the Grand Canal Greenway / Shannon Monastic Greenway.
- SO6 Facilitate and encourage redevelopment and reuse of vacant and derelict buildings.

#### Healthy Place Making and Infrastructure Objectives

- SO7 To seek the upgrade and incremental expansion of the public lighting and footpath network in the village.
- SO8 To improve pedestrian and cycle facilities including links to the GAA grounds, community hall, national school, Rahan Monastic Site and Grand Canal Greenway/Shannon Monastic Greenway.
- SO9 To improve recreational/ community/ social facilities in the village, including cycle parking and picnic facilities, to promote the Village / Monastic Site as a point of interest on the Grand Canal Greenway / Shannon Monastic Greenway; and consult with the Office of Public Works to investigate the potential for tourism opportunities at the Monastic Site.
- SO10 To protect the amenity value and rural character of the village, including the Clodiagh River, mature trees, hedgerows, stone boundary walls and archaeological features.
- SO11 To protect the designated open space buffer along the Clodiagh River which is liable to flooding and to investigate the feasibility of providing a riverside amenity area at this location.
- SO12 To improve physical and visual linkages to the Clodiagh River.
- SO13 To promote traffic calming and road safety measures in the village.



DRAFT RAHAN VILLAGE PLAN



### 3.3 Sráids

Reference Number	Section
MA405	Section 1.1 of Sráid Plan Guide

**Delete:**

The Sráids, as identified within Offaly's settlement hierarchy, are listed below.

**Tullamore Municipal District**

Boher	Durrow	Blueball
Tober	Ballinamere	Killurin
Horseleap	Killina	<del>Rahan</del>

Reference Number	Section
MA406	Section 1.1 of Sráid Plan Guide

**Delete and Insert:**

This section sets out the policies and objectives that are relevant to each of Offaly's ~~28~~ 27 Sráids.

### 3.3.1 Ballycommon

Reference Number	Section
MA407	Ballycommon Sráid Plan

**Insert:**

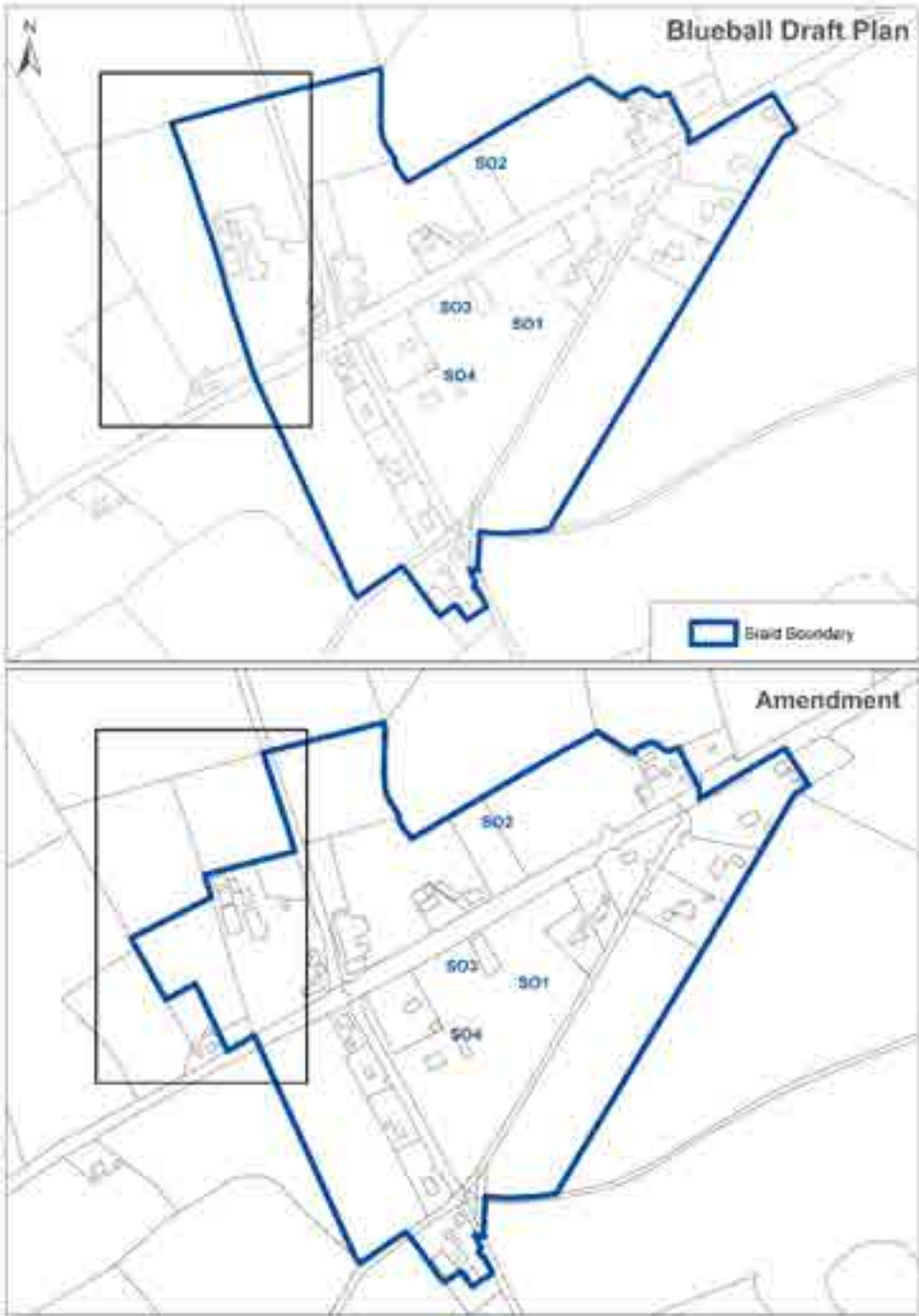
**Settlement Context:** Ballycommon is a small rural settlement located on a local road adjacent to its crossing of the Grand Canal, approximately 8km east of Tullamore. A licenced premises / coffee shop, GAA grounds and the Grand Canal bridge form the focal points of the settlement.

**Services and Facilities:** Licenced premises, coffee shop, tourist accommodation, GAA grounds and the Grand Canal. Ballycommon Project Centre and Training Centre are situated north of the Sráid.

3.3.2 Blueball

Reference Number	Section
MA408	Blueball Sráid Plan

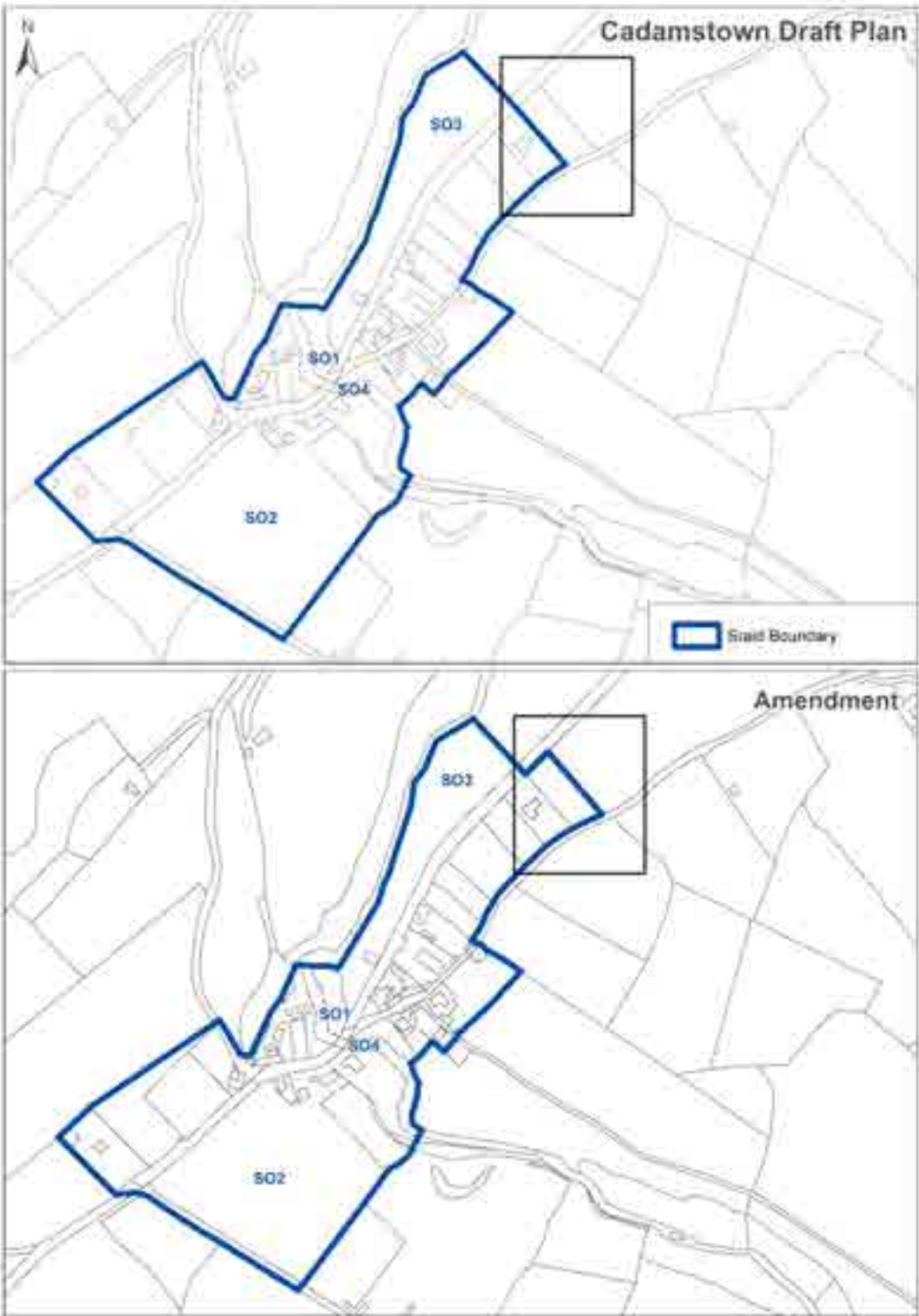
Proposed Boundary Amendment:



3.3.3 Cadamstown

Reference Number	Section
MA409	Cadamstown Sráid Plan

Proposed Boundary Amendment:



### 3.3.4 Killina

Reference Number	Section
MA410	Killina Sráid Plan

**Delete and Insert:**

**Water Supply:** ~~Rahan Group Water Scheme~~ Rahan – Agall / Hollimshill Public Water Supply

Reference Number	Section
MA411	Killina Sráid Plan

**Insert:**

GO5 Support the provision of a pedestrian / cycleway connection between the Grand Canal Greenway and the Sráid, with particular emphasis on the Secondary School and former Convent site, and support the provision of public facilities and amenities, including cycle parking and picnic facilities within the Sráid.

Reference Number	Section
MA412	Killina Sráid Plan

**Insert:**

SO3 Support and encourage the re-purposing and adaptation of the Convent and associated buildings for uses which seek to enhance and strengthen the function of the Sráid; such uses include community services, training and education, pastoral care, tourism, community, cultural, leisure and co-working activities.

Reference Number	Section
MA413	Killina Sráid Plan

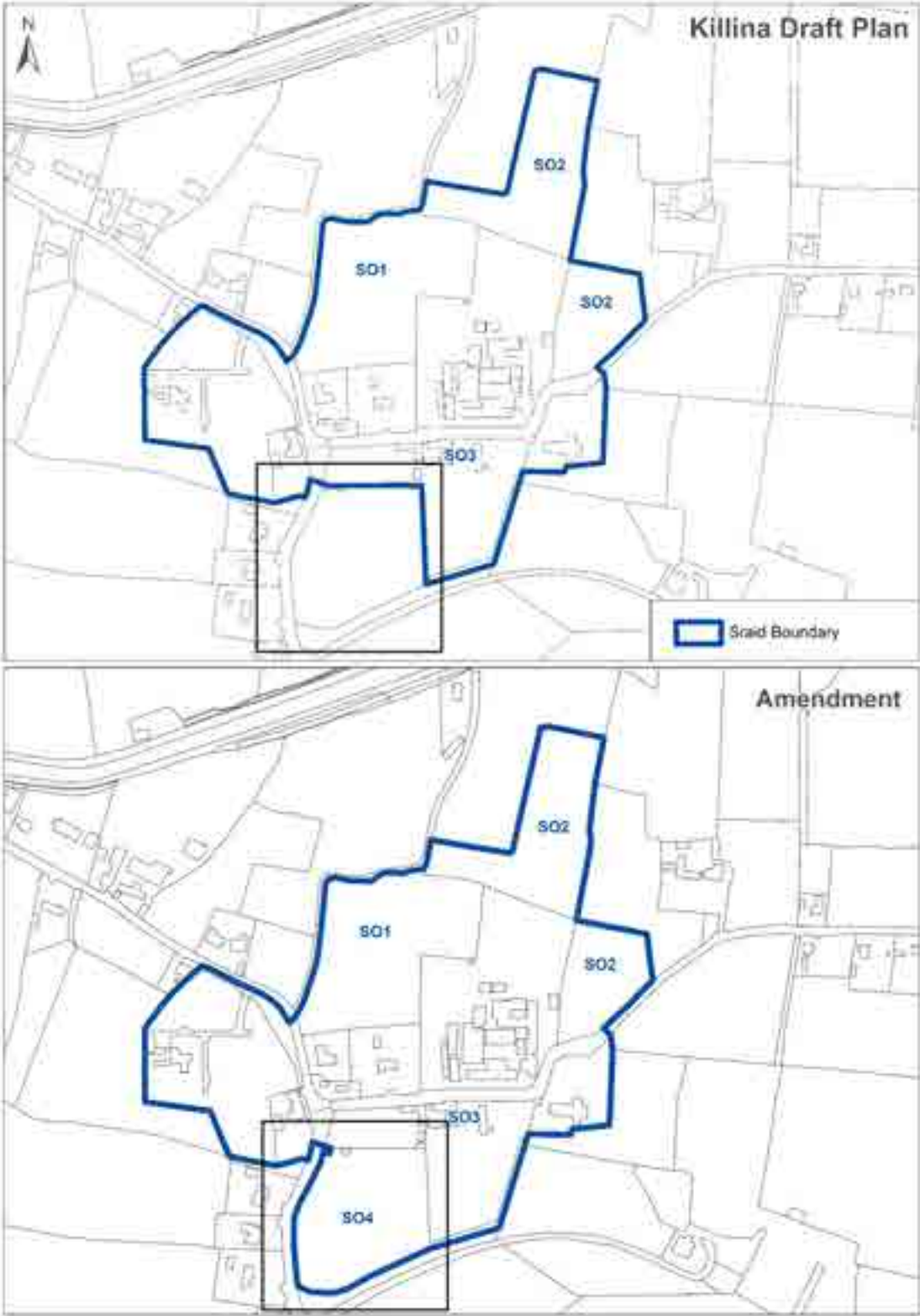
**Insert:**

New Map based Specific Objective (shown on amended map as SO4)

Reserve this area for uses relating to public amenity and recreation, which seek to enhance and strengthen the function of the Sráid.

Reference Number	Section
MA414	Killina Sráid Plan

**Proposed Boundary Amendment:**



## 4 Record of Protected Structures

### 4.1 Additions

Reference Number	Section
MA415	Record of Protected Structures

Insert:



RPS Number	Structure	NIAH Ref	Rating	Description	Appraisal
12-34	Grove Cottage Ballycumber Rd, Erry (Armstrong), Clara  <b>Category of Interest:</b> Architectural, Technical	14802030	Regional	Semi-detached four-bay single-storey house, built c.1880, with adjoining garage. Set back from road. Shallow segmental felt roof with rendered chimneystacks and terracotta pots. Rendered walls with timber eaves board. Replacement timber casement windows with painted sills. Round-headed door opening with timber and glazed door and fanlight within segmental-roofed projecting porch. Site bounded to front by plinth wall with tooled limestone coping and cast-iron piers and gate. Ashlar gate piers with wrought-iron vehicular gates.	One of a pair of experimental houses built by the Goodbody family as housing for their workforce. Over a period of a hundred years, an amount of worker's housing was constructed by the family but unlike the traditional pitched style utilised by them, these cottages have shallow segmental roofs covered with an experimental felt. This structure, along with its adjoining house, is unique in Clara and of technical interest. Together they contribute positively to the streetscape.



Reference Number	Section
MA416	Record of Protected Structures

**Insert:**



RPS Number	Structure	NIAH Ref	Rating	Description	Appraisal
12-35	Roslyn, Ballycumber Rd, Erry (Armstrong), Clara	14802030	Regional	Semi-detached four-bay single-storey house, built c.1880, with porch to front. Set back from road. Shallow segmental felt roof with rendered chimneystacks with terracotta pots. Rendered walls with timber eaves boards. Replacement uPVC windows with painted sills. Square-headed door opening with replacement uPVC door. Timber battened gates to rear site. Site bounded to front by rendered plinth wall with wrought-iron railings and gates.	One of a pair of experimental houses built by the Goodbody family as housing for their workforce. Over a period of a hundred years, an amount of worker's housing was constructed by the family but unlike the traditional pitched style utilised by them, these cottages have shallow segmental roofs covered with an experimental felt. This structure, along with its adjoining house, are unique in Clara and contribute positively to the streetscape.

Reference Number	Section
MA417	Record of Protected Structures

Insert:



RPS Number	Structure	NIAH Ref	Rating	Description	Appraisal
39-47	<p>Banagher Corporation 1628 Plantation workers’ cottage, Banagher</p> <p><b>Category of Interest:</b> Historical, Archaeological</p>			<p>A possible surviving example of a seventeenth-century workers’ cottage, can be found on the south aspect of Queen Street (Puckagh Row) approximately 80m from Main Street. It is consistent with the Logan map c.1828 below, First and Second Edition OS maps and is situated very close to the roadside. It is a modest single storey cottage structure of random rubble, with traditional half door, and two window openings, the smallest of which appears to be original. It stands alone today, however the rubble stonewall of the front elevation is jagged in profile, suggesting it was formerly part of a terrace. The gable wall is of rubble stone to the eaves level, and has been built up in concrete blockwork to enclose the attic gable. The pitched roof is of modern concrete tiles, which most likely replaced traditional thatch.</p>	<p>The Urban Archaeological Survey of County Offaly (1986), John Bradley identified Banagher as an important archaeological centre and recommended the need for further studies on the town’s heritage and was included in the statutory Record of Monuments and Places (RMP) as a ‘historic town’. Further study with the Plan prepared by Howley Hayes, identify this property as part of the creation of new street, Puckagh Row [Queen Street] with terraces of corporation workers’ cottages and shared commonage to the rear.</p>

Reference Number	Section
MA418	Record of Protected Structures

Insert:



RPS Number	Structure	NIAH Ref	Rating	Description	Appraisal
39-48	<p>Old Market House, Main Street, Banagher</p> <p><b>Category of Interest:</b> Historical, Archaeological</p>			<p>The property is known locally as ‘Kieran Donegan’s shop’, is located on the corner of Main Street and Crank Road and is composed of two bay two-storey structure with traditional pitched roof, and a flat roofed single storey element. Until recently, the former shop was located in the single storey element, while the two-storey element housed the living accommodation. The historic significance of this building is unrecorded to date, and has only come to light in early 2020, when renovation works uncovered significant historic building fabric. The historic map record and recent photographs indicate that a masonry arch was connected to the structure, along the north aspect of the Crank Road, which lead to an internal courtyard, but has since been demolished. This masonry arch, now appears to have been part of the structure and also</p>	<p>The historic map record and recent photographs indicate that a masonry arch was connected to the structure, along the north aspect of the Crank Road, which lead to an internal courtyard, but has since been demolished. This masonry arch, now appears to have been part of the structure and also contained pre 1700s building fabric. John Logan’s survey of the town of Banagher (c1828) describes the building as ‘Old Market House’ and is evidence of its significance. A survey of the property, submitted with a recent retention planning application indicates a historic structure, with external masonry walls</p>

				<p>contained pre 1700s building fabric.</p>	<p>approximately 800mm thick, with existing historic masonry arched openings infilled and historic masonry rendered over with modern cement renders, thus concealing its historic fabric from the street front.</p>
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## 4.2 Amendments

Reference Number	Section
MA419	Record of Protected Structures

Amend description of Protected Structure no. 23-221 which relates to the War Memorial, O'Connor Square, Tullamore as follows:

### Delete:

~~Description: Freestanding limestone obelisk, erected c.1950. Tooled limestone stepped base to obelisk with carved limestone plaque and sword with wreath to western elevation.~~

~~Appraisal: This simple stone monument was 'erected to the glorious memory of the men of Offaly (Kings County) who gave their lives in the great wars of 1914-1919, 1939-1945'. Situated in the heart of the busy town the monument with its sombre form is a fitting memo~~

### Insert:

Description: Freestanding limestone obelisk, erected in 1926. Tooled limestone stepped base to obelisk with carved limestone plaque and sword with wreath to western elevation.

Appraisal: This simple stone monument was 'Erected to the glorious memory of the men of Offaly (Kings County) who gave their lives in the great wars of 1914-1919, 1939-1945'. It was erected by a committee of local people led by the Town Council with the participation of the British Legion and was designed by architect E.W. Doyle Jones. Situated in the heart of the busy town, the monument with its sombre form is a fitting memory to those men.

Reference Number	Section
MA420	Record of Protected Structures

Amend description of Protected Structure no. 23-257 which relates to Kilroy's, High Street, Tullamore as follows:

### Delete:

~~Description: Detached H-plan three-bay two-storey house, built c.1730, with projecting end bays to front and shopfront added to ground floor in 1959. Hipped slate roof with terracotta ridge tiles, ruled and lined rendered chimneystacks with cast-iron rainwater goods. Smooth render to walls with rendered stone quoins. Timber sash windows to first floor of façade with painted sills, painted moulded surround and keystones. Semi-circular windows to end bays with painted sills, painted moulded surround and timber spokes. Arcaded timber shopfront to rendered stone stallriser. Timber fluted Doric pilasters flanking segmental-headed display windows, with timber-spoked fanlight with segmental-headed entrance opening leading into recessed double timber doors with glass panes. Wrought-iron double gates to recessed entrance. Timber fascia pediment with timber lettering reads: Kilroys Estd. 1908.~~

~~Appraisal: Kilroys shopfront, though attractive, masks the notable façade that originally had a central block-and-start doorcase with triangular pediment and Venetian windows to the ground floor's outer bays. The 1959 shopfront itself is appealing with its arcaded timber pilasters and recessed round-headed doorway with double wrought-iron security gates. The intact first floor with spoked windows and surmounting hipped roof are of a discernable architectural design.~~

**Insert:**

Description: Detached H-plan five-bay two-storey house, built c.1730, with projecting end bays to front with half basement and shopfront added to ground floor in 1959. Hipped slate roof with terracotta ridge tiles, ruled-and-lined rendered chimneystacks with cast-iron rainwater goods. Smooth render to walls with rendered stone quoins and carved stone cornice. Timber sash windows to first floor of façade with painted sills, painted moulded surround and keystones. Semi-circular windows to end bays with painted sills, painted moulded surround and timber spokes. Arcaded, modern timber shopfront to rendered stone stallriser. Timber fluted Doric pilasters flanking segmental-headed display windows, with timber spoked fanlight with segmental-headed entrance opening leading into recessed double timber doors with glass panes. Wrought-iron double gates to recessed entrance accessed by stone steps. Timber fascia pediment with timber lettering reads: Kilroys Estd. 1908.

Appraisal: Of similar design to Belvedere House by Richard Castle, the house was built by Nicholas Crawford, Master of the local military barracks and later used as the office of the Charleville Estate, became an electrical shop and store in the late 1950s. Early photographs show the building, prior to the later shopfront, set back from the street with a sweeping stepped entrance to the Gibbsian door-case with moulded frieze and triangular pediment. The projecting end bays featured Venetian windows at ground floor, surmounted by the upper floor semi-circular windows, visible today. The later Kilroys shopfront masks the original notable façade. The visible, intact first floor with spoked windows and surmounting hipped roof are of a sophisticated architectural design.

Reference Number	Section
MA421	Record of Protected Structures

Amend description of Protected Structure no. 12-50 which relates to Main Street, Clara as follows:

**Insert:**

Detached four-bay two-storey house, built c.1830, with return to rear, ~~which was originally a series of houses and then became semi-detached until c.1930's.~~

### 4.3 Deletions

Reference Number	Section
MA422	Record of Protected Structures

**Delete:**

RPS Reference No. 47-01: Clonbrin House, Clonbrin, Bracknagh, Co. Offaly

Reference Number	Section
MA423	Record of Protected Structures

**Delete:**

RPS Reference No. 23-207: Dick Conroy Tyre Service, Columcille St., Tullamore, Co. Offaly

Reference Number	Section
MA424	Record of Protected Structures

**Delete:**

RPS Reference No. 42-07: Ballinacarrig Mill, Cappagowlan, Ballyboy, Co. Offaly

Reference Number	Section
MA425	Record of Protected Structures

**Delete:**

RPS Reference No. 32-03: Lugamarla, The Rectory, Blacklion, Blueball, Co. Offaly

Reference Number	Section
MA426	Record of Protected Structures

**Delete:**

RPS Ref 53-373: 7-bay cottage at Ballindarra, Riverstown, Co. Offaly

## 5 Addendums

### 5.1 Housing Strategy including Housing Need and Demand Assessment

Please see separate document which is an addendum. New text may be in a number of colours, while text to be removed is in strikethrough irrespective of colour.



## 5.2 Wind Energy Strategy

Reference Number	Section
MA427	3.0

**Insert:**

The Government's National Mitigation Plan, July 2017 (DCCA) (or subsequent editions).

Reference Number	Section
MA428	3.0

**Insert:**

Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change (2017)

Reference Number	Section
MA429	3.X (new subsection)

**Insert:**

**Specific Planning Policy Requirement from Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change (2017)**

It is a specific planning policy requirement under Section 28(1C) of the Act that, in making, reviewing, varying or amending a development plan, or a local area plan, with policies or objectives that relate to wind energy developments, the relevant planning authority shall carry out the following:

- (1) Ensure that overall national policy on renewable energy as contained in documents such as the Government's 'White Paper on Energy Policy - Ireland's Transition to a Low Carbon Future', as well as the 'National Renewable Energy Action Plan', the 'Strategy for Renewable Energy' and the 'National Mitigation Plan' (or subsequent editions), is acknowledged and documented in the relevant development plan or local area plan;
- (2) Indicate how the implementation of the relevant development plan or local area plan over its effective period will contribute to realising overall national targets on renewable energy and climate change mitigation, and in particular wind energy production and the potential wind energy resource (in megawatts); and
- (3) Demonstrate detailed compliance with item number (2) above in any proposal to introduce or vary a mandatory setback distance or distances for wind turbines from specified land uses or classes of land use into a development plan or local area plan. Such a proposal shall be subject to environmental assessment requirements, for example under the SEA and Habitats Directives. It shall also be a material consideration in SEA, when taking into account likely significant effects on climatic factors, in addition to other factors such as landscape and air, if a mandatory setback or variation to a mandatory setback proposed by a planning authority in a development plan or local area plan would create a significant limitation or constraint on renewable energy projects, including wind turbines, within the administrative area of the plan.

Reference Number	Section
MA430	4.0

**Delete and Insert:**

Table 1 shows County Offaly's current total installed wind capacity to date comprising 3 wind farms with a combined installed capacity of 98.5 MW and a total of ~~36~~ 35 turbines.

**Table 1: Installed Wind Capacity in County Offaly (Source: Offaly County Council Planning Register, ~~2019~~ 2020)**

Location	Capacity MW	No. of Turbines
Leabeg	4.5	2
Meenwaun	10	<del>5</del> 4
Mount Lucas	84	29
<b>Total</b>	<b>98.5</b>	<b><del>36</del> 35</b>

Table 2 shows in addition to the installed wind capacity in the county, that there are ~~four~~ 5 permissions in place for windfarms, with a total capacity of 287.3 MW.

**Table 2: Permitted and undeveloped Wind Farms in County Offaly (Source: Offaly County Council Planning Register, ~~2019~~ 2020)**

Location	Capacity MW	No. of Turbines
<del>Stonestown, Kilcamin, Crancreagh, Derrinlough and Ballindown</del>	28.8	9
Cloncreen	63	21
Yellow River	96	29
Moanvane	50	12
<del>Cloncant, Cushaling &amp; Rathmore, Ballykillen, Shaen (south of Edenderry)</del>	<del>49.5</del>	<del>9 (1 in Kildare)</del>
<b>Total</b>	<b>287.3</b>	<b>80</b>

~~Based on the national installed wind capacity of 3,748 MW from Quarter 2 of 2019<sup>4</sup>, the installed wind capacity in County Offaly represents 2.63% of the total installed wind capacity in the Republic of Ireland to date.~~

~~In line with the Climate Action Plan 2019, Ireland aims to increase reliance on renewables from 30% to 70% adding up to 8.2 GW of renewable onshore wind energy capacity by 2030. Using Offaly share of the national population from Census 2016, 1.63% as a proxy, as a minimum County Offaly is required to generate 133.66 MW of renewable energy by 2030.~~

~~In addition, as Table 2 below shows, there are an additional 4 permissions in place for windfarms, which if constructed, will bring the total output in Offaly to 336.3 MW.~~

In line with the Climate Action Plan 2019, Ireland aims to increase reliance on renewables from 30% to 70% adding up to 8.2 GW of renewable onshore wind energy capacity by 2030.

Whilst due to the absence of national guidance on how local authorities can set a target for wind energy generation within their functional area it is not possible to set a specific target for renewable energy generation in the county during the plan period, the Council is committed to working with key stakeholders in the carrying out of an assessment of how the implementation of the Plan will contribute to realising overall national targets on renewable energy and climate change, and in particular wind energy production and the potential wind energy resource.

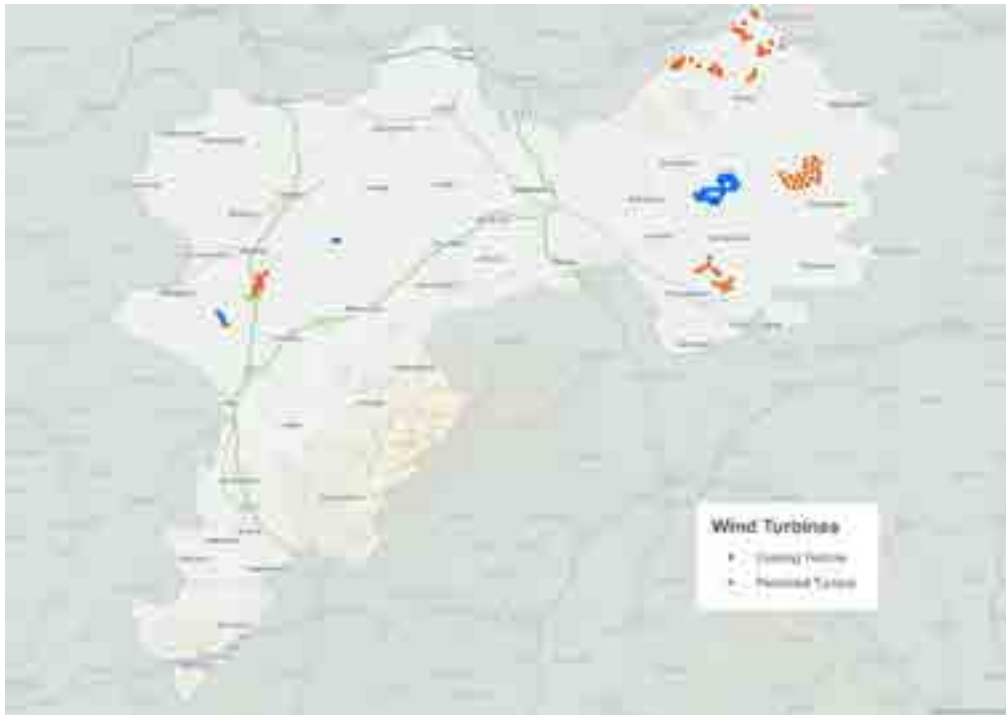
It should be noted that;

- based on the national installed wind capacity of 4,235 MW from Quarter 2 of 2020, the installed wind capacity in County Offaly as shown in Table 1 represents 2.33% of the total installed wind capacity in the Republic of Ireland to date; and
- as Table 2 shows, there are permissions in place for an additional 80 turbines, which if constructed, will bring the total output in Offaly to 385.8MW, which show how proactive and supportive of wind energy development in appropriate locations.

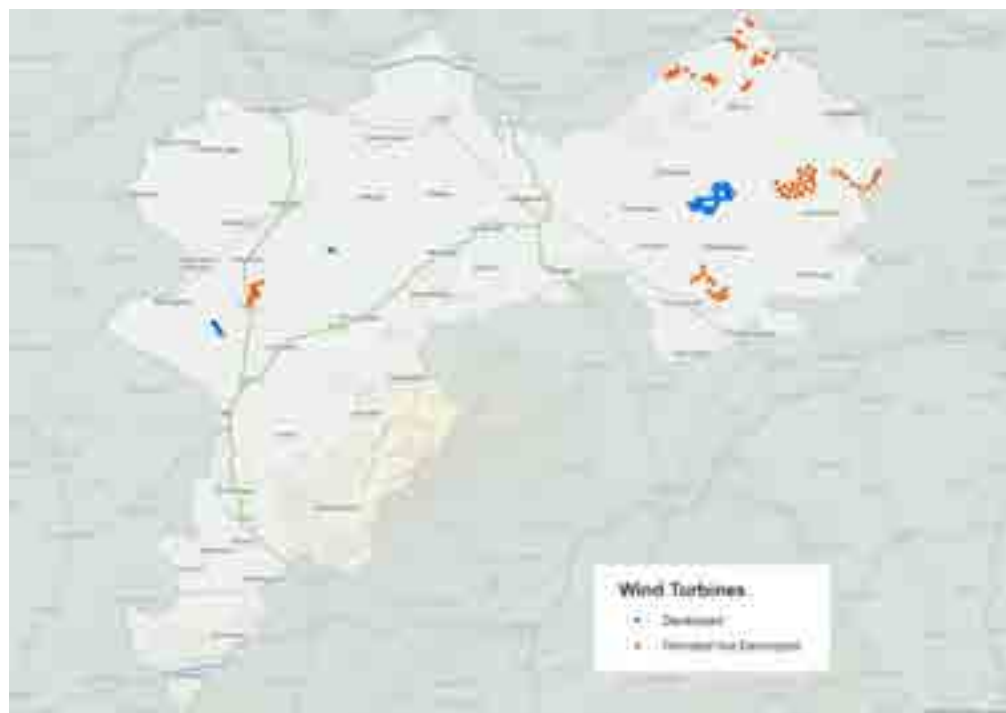
~~Map No. 1: Location of developed and permitted but not yet developed wind farms in County Offaly, 2020~~

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<sup>4</sup> Irish Wind Energy Association (IWEA) Quarter 2 Report 2019 2020 (covering April, May and June). The figures in the IWEA Quarterly Report are based on data provided by EirGrid, ESB Networks, the SEAI and its members. Some figures are provisional and may change as new data comes in.



Map No. 1: Location of developed and permitted but not yet developed wind farms in County Offaly, 2020

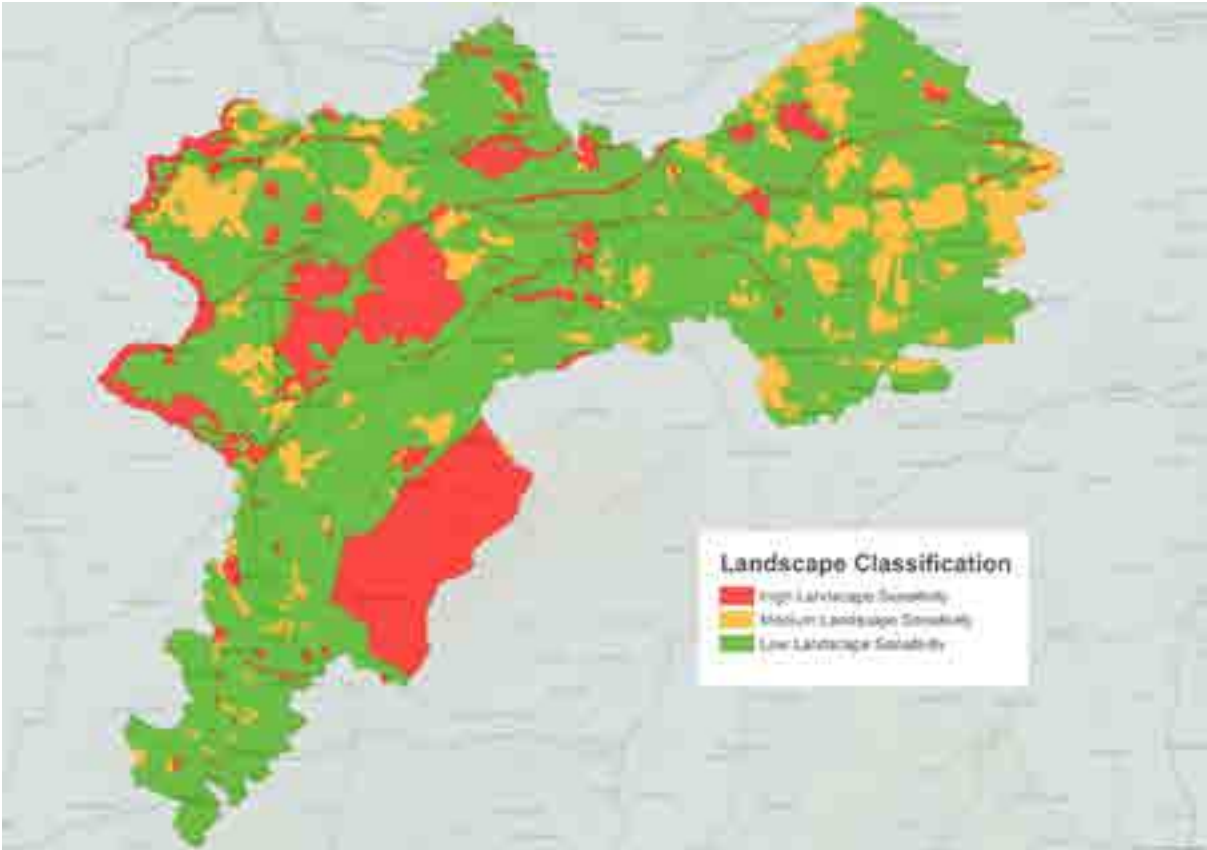


This County Wind Energy Strategy builds on the effectiveness of the previous County Wind Strategy in identifying areas of the county that have significant wind energy potential and fewer constraints through a sieve mapping analysis as outlined in Section 5 of the Wind Energy Strategy with the potential to accommodate a higher number of or larger turbines. This approach which is consistent with the approach of the Draft Wind Energy Guidelines 2019 which state in Section 2.3 (page 17) that;

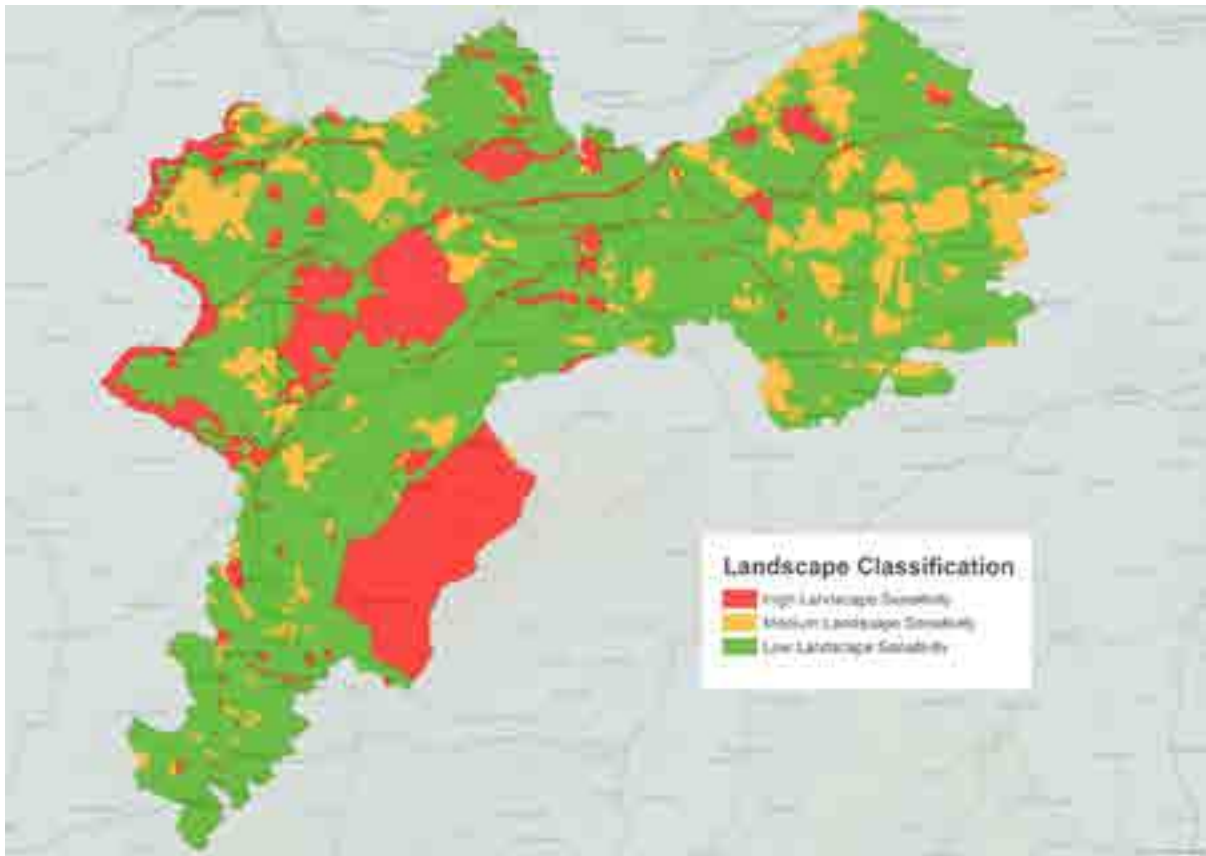
“These Guidelines focus mainly on commercial wind turbines, given the significant contribution they can make to meeting renewable energy targets and the potential wider impacts on the local environment and community, however microgeneration can also help to tackle climate change”.

Reference Number	Section
MA431	5.2.1

Delete:



**Insert:** amended map reflecting changed Areas of High Amenity having regard to the revised esker areas identified in new geological, aggregate and mineral mapping developed by the GSI.





Reference Number	Section
MA433	5.3.2

**Delete**





**Insert:** amended map reflecting changed Areas of High Amenity having regard to the revised esker areas identified in new geological, aggregate and mineral mapping developed by the GSI.



Reference Number	Section
MA434	5.3.3

**Delete and Insert:**

Figure 8.9 in Chapter 8 Sustainable ~~Mobility and Accessibility~~ **Transport Strategy** in Volume 1 of this Plan shows a number of regional roads which are classified as restricted on the basis of their amenity value.

Reference Number	Section
MA435	6.0

**Insert:**

Ref No.	Area	Recommendation
2	<p><b>Area generally from Cloneygowan to Clonbullogue</b></p> <p>This area is characterised by a predominantly flat and in places slightly undulating landscape with a number of significant tracts of peatlands and transitional woodlands and coniferous forestry, in particular in areas around Walsh Island, Bracknagh and Clonbulloge, along with improved agricultural land, large landholdings and a dispersed pattern of rural</p>	<p>Area deemed 'Open for consideration for Wind Energy development' in principle *</p>

	<p>housing. The extensive tracts of flat peatlands in this area offer potential to accommodate a wind farm layout with depth, comprising a grid formation giving a better sense of balance and visual cohesion. In addition, there exists a precedent of windfarm and renewable energy projects developed in the area such as Mount Lucas windfarm while other projects have been deemed suitable and are awaiting commencement of development. There exists both good wind speeds and electricity infrastructure in the area.</p> <p>A potential constraint in this area is the objective in Chapter 4 to examine the feasibility of developing Wilderness Corridors at bogs at Cavemount, Esker, Ballycon, Derrycricket, Clonsast North, Clonsast and Derryounce. The Council will not be in favour of any developments proposed on these bogs with the potential to impact upon the character, uniqueness and wilderness potential of these areas. The impact on a potential Wilderness Corridor from any wind farm development will be assessed at project level by the Council.</p>	
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Reference Number	Section
MA436	6.0

**Delete and Insert:**

<b>5</b>	<p><b>Area generally west of Doon and north <del>west</del> east of Ferbane</b></p> <p>This area with the exception of Endrim Hill and Cor Hill is relatively flat and slightly undulating. There exists a number of significant tracts of peatlands, transitional woodlands and coniferous forestry at Clongawny, Clonlyon and Castletown, which having regard to the low density of housing in their vicinity and extensive tracts of flat peatlands in this area offer potential to accommodate wind farm developments.</p>	<p><b>Area deemed ‘Open for consideration for Wind Energy development’ in principle *</b></p>
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Reference Number	Section
MA437	6.0

**Insert:**

<b>6</b>	<p><b>Area generally east of Shannonbridge and south of Clonmacnoise</b></p> <p>The landscape in this area is extremely varied with;</p> <ul style="list-style-type: none"> <li>• The monastic site of Clonmacnoise together with Mongans Bog, Fin Lough and Clonmacnoise Callows located to the north west of this area;</li> </ul>	<p><b>Area deemed ‘Open for consideration for Wind Energy development’ in principle *</b></p>
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	<ul style="list-style-type: none"> <li>• Esker ridge running from Shannonbridge towards Clonmacnoise;</li> <li>• The River Shannon and its callows, comprising river flood plains, grassland, meadows and semi natural woodland, along the west of this area;</li> <li>• Extensive tracts of peatlands, transitional woodlands and coniferous forestry at Tullaghbeg, Derrylahan and Clorahane.</li> </ul> <p>Whilst viable wind speeds are available in this area, the presence of the Clonmacnoise monastic site, the River Shannon Callows, eskers and protected views of Clonmacnoise and the River Shannon, as identified in Chapter 4 of this Plan, severely limits the capacity of this area to accommodate the visual change associated with windfarm developments.</p> <p style="color: red;">A potential constraint in this area is the objective in Chapter 4 to examine the feasibility of developing Wilderness Corridors at bogs at Blackwater, Ballaghurt and Belmont Bog. The Council will not be in favour of any developments proposed on these bogs with the potential to impact upon the character, uniqueness and wilderness potential of these areas. The impact on a potential Wilderness Corridor from any wind farm development will be assessed at project level by the Council.</p>	
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Reference Number	Section
MA438	6.0

**Delet and Insert:**

<b>7</b>	<p><b>Area generally south of Cloghan and Birr Environs</b></p> <p><b>Area generally south of Cloghan</b></p> <p>This area is characterised by a predominantly flat and in places slightly undulating landscape with a number of significant tracts of peatlands and transitional woodlands, and coniferous forestry in places. There also exists good wind speeds and reasonable access to the grid. The extensive tracts of flat peatlands in this area offer potential to accommodate a wind farm layout with depth, comprising a grid formation giving a better sense of balance and visual cohesion. In addition, there exists a precedent of windfarm and renewable energy projects developed in the area such as Meewaun windfarm while other projects have been deemed suitable and are awaiting commencement of development. There exists both good wind speeds and electricity infrastructure in the area.</p>	<p><b>Area deemed 'Open for consideration for Wind Energy development' in principle *</b></p>
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<p><b>Birr Environs</b></p> <p>There are a number of constraint areas within this area however which are not included in the areas deemed Open for Consideration for Wind Energy Development in principle as shown in the Map No. 10 below;</p> <ul style="list-style-type: none"> <li>the Little Brosna River Callows and Dovegrove Callows on account of their landscape sensitivities and presence of protected views; <del>and</del></li> </ul> <p><del>the internationally important Irish Low Frequency array (I-LOFAR) in Birr Castle which is particularly sensitive to wind turbines in its vicinity due to the Doppler effect which masks the radar signal and produces backscatter.</del> There are a number of constraints in this area relating to the proximity of the subject site to the following Special Protection Areas;</p> <ul style="list-style-type: none"> <li>The Dovegrove Callows Special Protection Area (SPA), a feeding site for an internationally important flock of Greenland White-fronted Goose, a species that is listed on Annex I of the E.U. Birds Directive;</li> <li>The River Little Brosna Callows (SPA) of special conservation interest for the following species: Whooper Swan, Greenland White-fronted Goose, Wigeon, Teal, Pintail, Shoveler, Golden Plover, Lapwing, BlackTailed Godwit and Black-Headed Gull. The site is also of special conservation interest for holding an assemblage of over 20,000 wintering waterbirds; and</li> <li>All Saints Bog SPA, 3.5 km from the site, as it was known to be utilised in the past by part of an internationally important population of Greenland White-fronted Goose (It should be noted that NPWS site synopsis states that the last record of Greenland White-fronted Goose within the site was 75 individuals in 1993/94). Merlin has been seen on the bog during the breeding season and may breed there.</li> </ul>	<p><b>Area not deemed Suitable for Windfarms.</b></p>
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Reference Number	Section
MA439	7.0

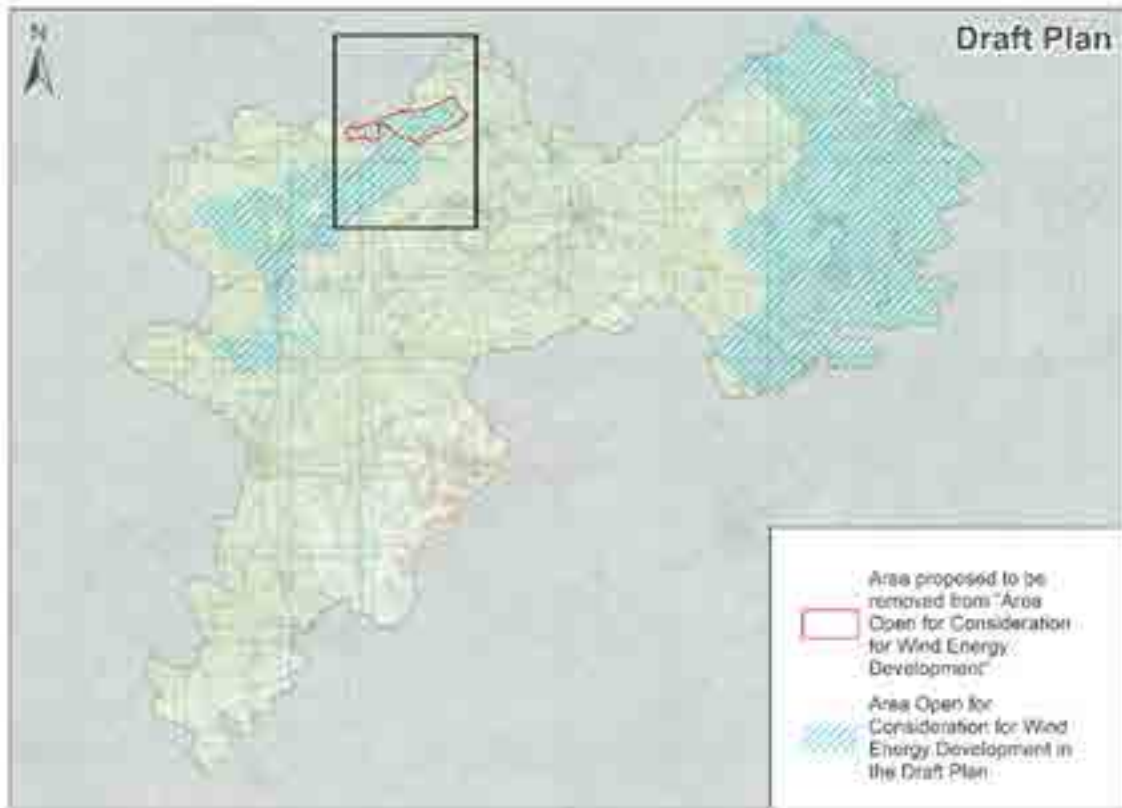
**Delete and Insert:**

“Map No. 10 shows the areas in the county designated ‘Open for Consideration for Wind Energy Development’. It should be noted that areas shown ‘Open for Consideration for Wind Energy Developments’;

- have a viable wind speed and good access to the electricity grid;
- ~~are free from the~~ **have fewer** environmental and landscape constraints outlined in Section 5 above;
- are characterised by dispersed or sparse patterns of rural housing;
- are of a sufficient size to accommodate commercial wind farms and associated infrastructure rather than a smaller remote and dispersed area.”

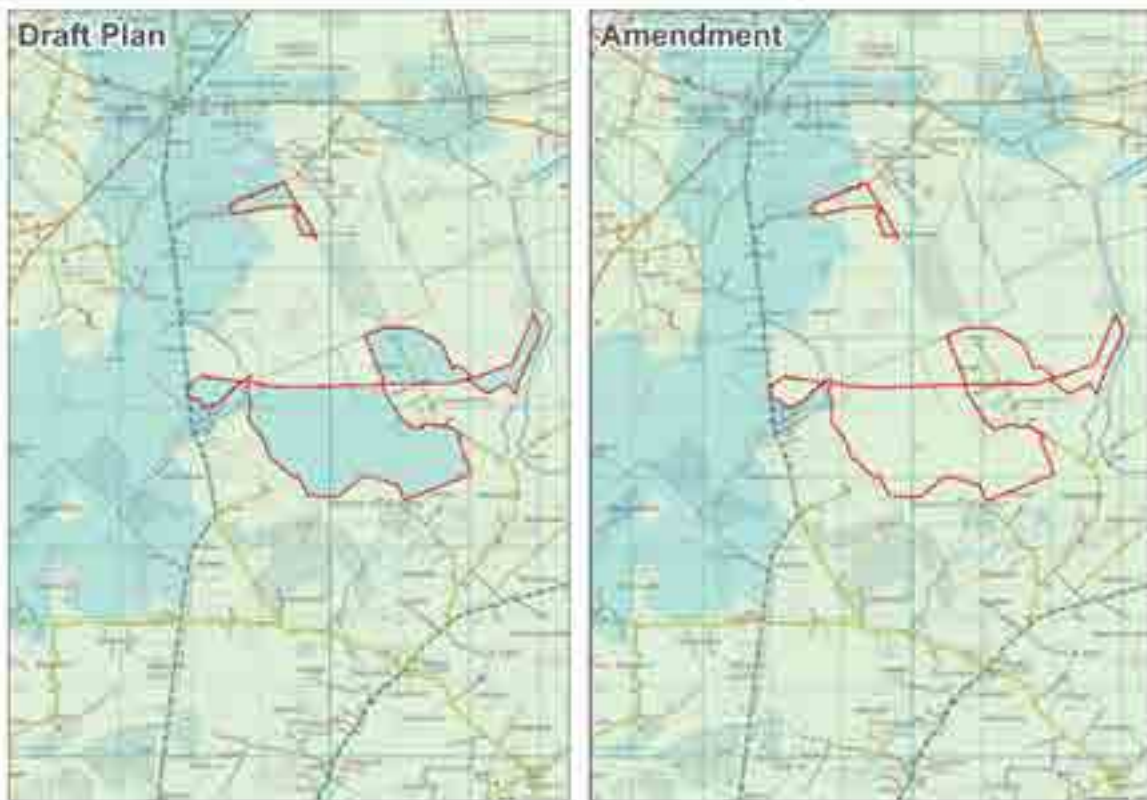
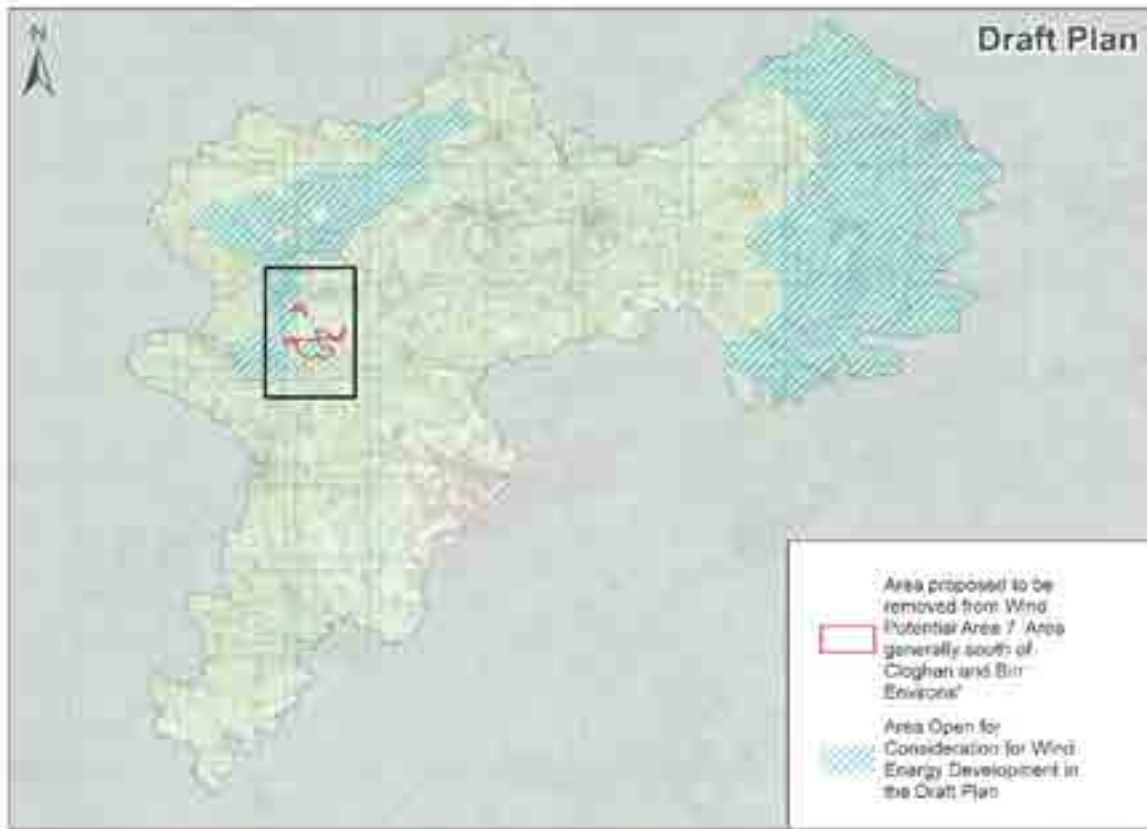
Reference Number	Section
MA440	7.0

**Proposed Boundary Amendment:**



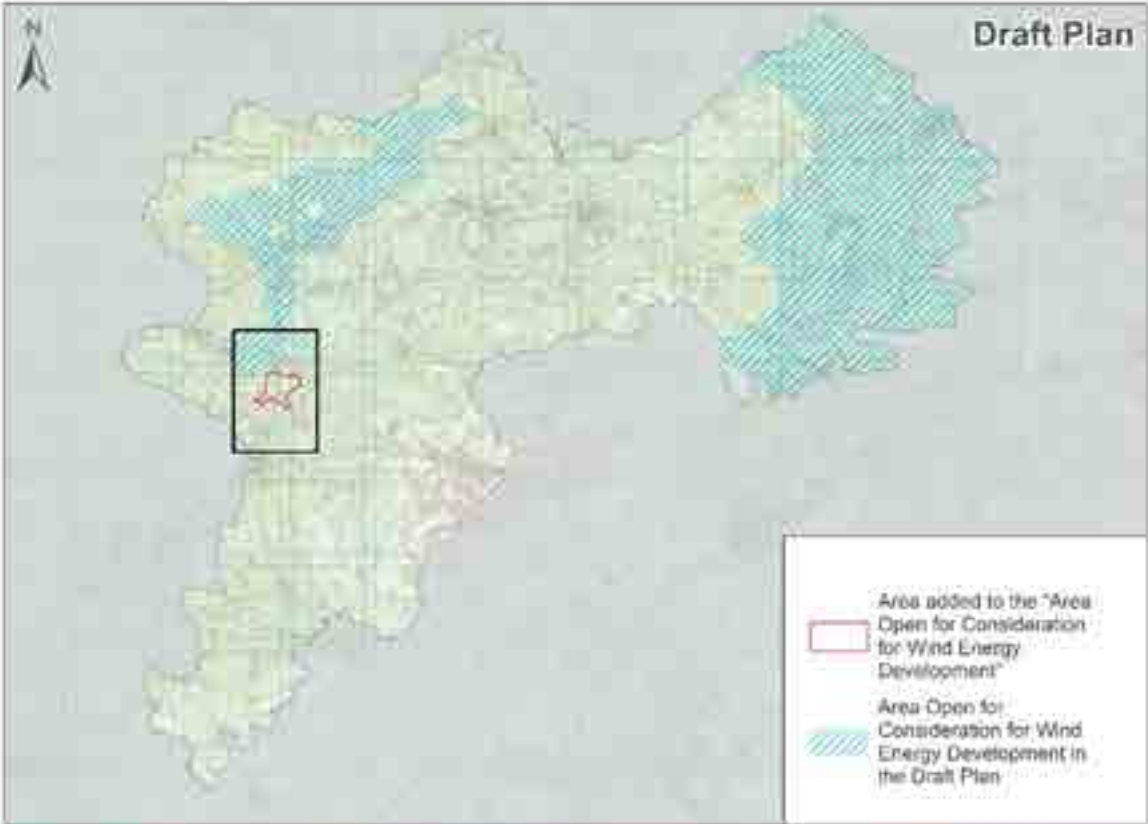
Reference Number	Section
MA441	7.0

**Proposed Boundary Amendment:**



Reference Number	Section
MA442	7.0

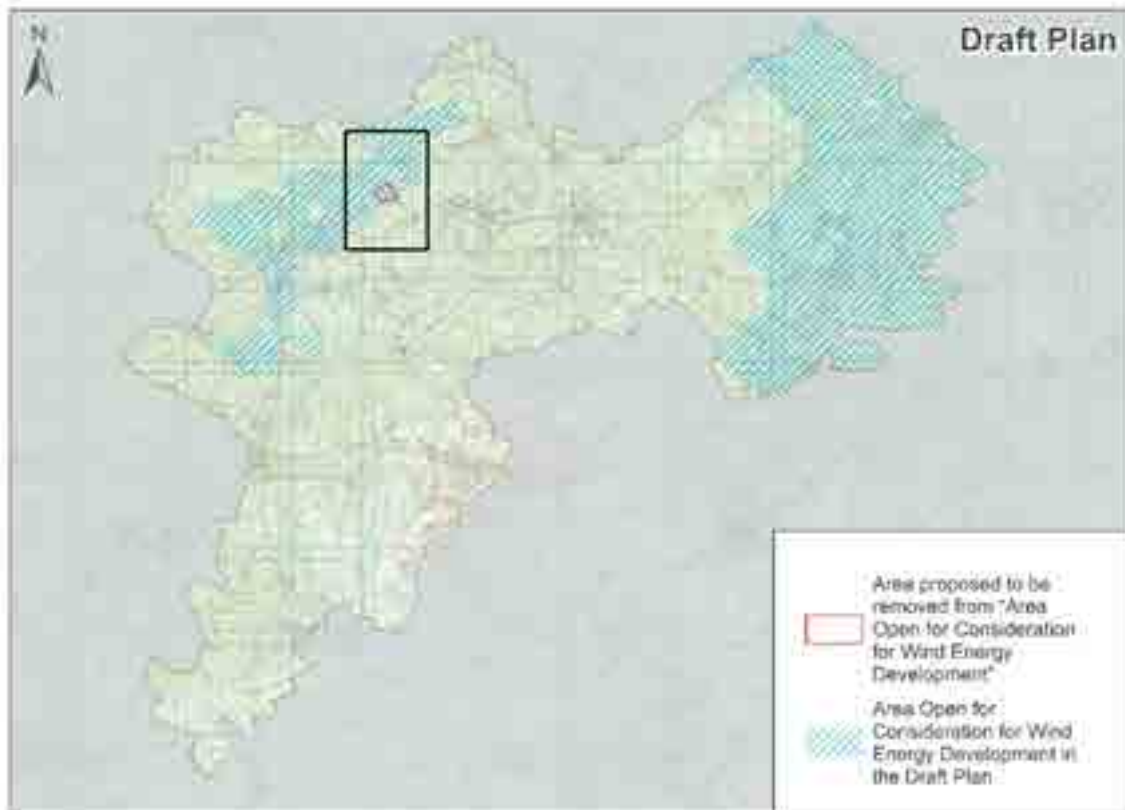
**Proposed Boundary Amendment:**





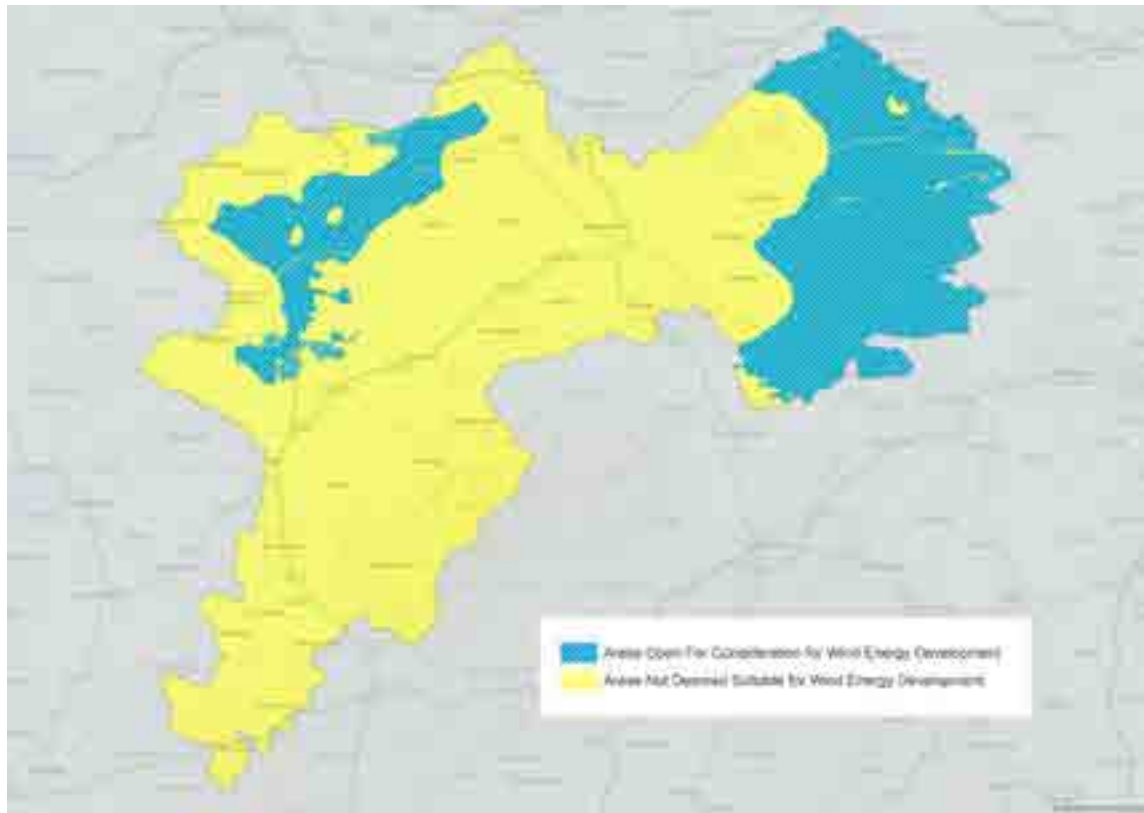
Reference Number	Section
MA443	7.0

**Proposed Boundary Amendment:**

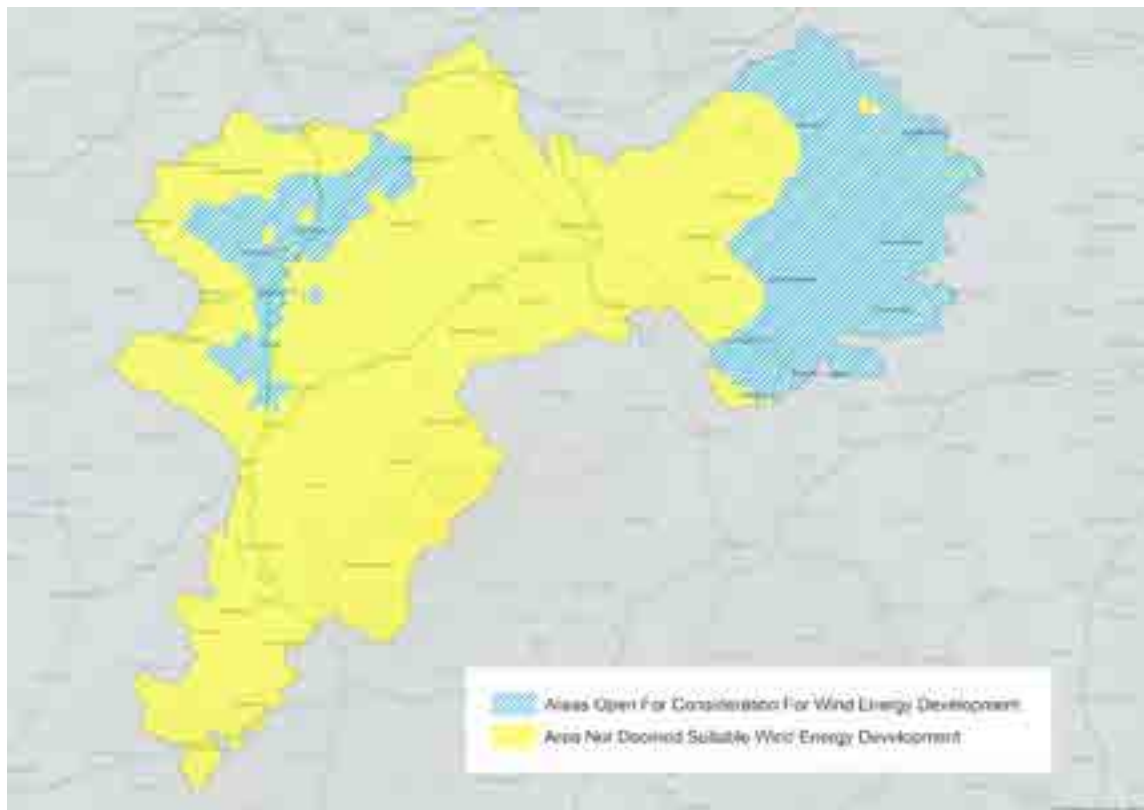


Reference Number	Section
MA444	7.0

Delete:



Insert:



### 5.3 Appropriate Assessment

Please see separate AA Determinations and Reports which are addendums to this Material Alterations document.

## 5.4 Strategic Environmental Assessment

Please see separate SEA Determinations and Reports which are addendums to this Material Alterations document.

## 6 Copy of Public Notice

**OFFALY COUNTY COUNCIL**  
**COMHAIRLE CONTAE UÍBH FHAILÍ**

**NOTICE OF PROPOSED MATERIAL ALTERATIONS TO THE DRAFT OFFALY COUNTY DEVELOPMENT  
PLAN 2021-2027**

**in accordance with:**

**Planning and Development Act 2000, as amended**

**Planning and Development Regulations 2001, as amended**

**Planning and Development (Strategic Environment Assessment) Regulations 2004, as amended**

Notice is hereby given that the Members of Offaly County Council, having considered the Draft Offaly County Development Plan 2021-2027 and the Chief Executive's Report in respect of submissions received, have resolved in accordance with Sections 12(6) and 12(7) of the Planning and Development Act 2000, as amended, that the Draft Development Plan be amended. The proposed amendments constitute material alterations to the Draft Offaly County Development Plan 2021-2027.

In accordance with Section 12 of the Planning and Development Act 2000 (as amended), Offaly County Council has screened the Proposed Material Alterations and has determined that Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) are required with respect to certain Proposed Material Alterations.

**Submission Dates and Viewing Locations**

A copy of the proposed Material Alterations to the Draft Offaly County Development Plan 2021 -2027, the SEA and AA the determinations in accordance with Section 12(7) (aa) of the Planning and Development Act 2000, as amended, and associated SEA and AA documents (including information on the likely significant effects on the environment of implementing the proposed Material Alterations that is included in the SEA Environmental Report on Proposed Material Alterations) will be available for public inspection from **Thursday 17<sup>th</sup> June to 4pm Friday 16<sup>th</sup> July 2021** (both dates inclusive) at the following locations during normal opening hours:

- Branch Libraries at Banagher, Birr, Clara, Daingean, Edenderry, Ferbane, Kilcormac, and Tullamore (during branch opening hours by appointment only where visits are limited to 30 minutes)

Visiting members of the public should be advised that the operation of Local Authority public counters and interaction with the public, in the context of ongoing COVID-19 public health requirements, is governed by Standard Operating Guidance (SOG) protocols applying in the local government sector. Please be advised that all visitors will be required to adhere to these protocols.

The proposed Material Alterations to the Draft Offaly County Development Plan 2021-2027 together with SEA and AA Determinations and Reports can also be viewed on Offaly County Council's website [www.offaly.ie/cdp2021-2027](http://www.offaly.ie/cdp2021-2027).

### **Submissions/Observations**

Written submissions or observations with respect to the Material Alterations to the Draft Offaly County Development Plan 2021-2027, the SEA and AA determinations in accordance with Section 12(7) (aa) of the Planning and Development Act 2000, as amended, and the associated SEA and AA documents (including information on the likely significant effects on the environment of implementing the proposed Material Alterations that is included in the SEA Environmental Report on Proposed Material Alterations) are invited from members of the public and other interested parties. Written submissions or observations must state the full name and address of the person or relevant body or agency making it, and should be clearly marked "*Proposed Material Alterations to the Draft Offaly County Development Plan 2021-2027*", and should quote the relevant material alteration reference number(s) (which commences with 'MA')

Please make your submission or observation by one medium only to avoid the duplication of submission reference numbers and to streamline the process i.e.:

- On-line at: <https://www.offaly.ie/cdp2021-2027> or,
- Hard Copy at: Forward Planning Section, Offaly County Council, Áras an Chontae, Charleville Road, Tullamore, County Offaly

Please note submissions or observations that are emailed **cannot** be considered and will be returned.

Submissions or observations shall be made between **Thursday, 17<sup>th</sup> June to Friday, 16<sup>th</sup> July 2021 (both dates inclusive). Please note submissions will be accepted up to 4pm on the 16<sup>th</sup> July 2021. Late submissions will not be accepted.**

Please include your name and address on a separate page to the content of your submission. This is to assist Offaly County Council in complying with the provisions of the Data Protection Act. Your assistance on these issues is appreciated. Please note that observations or submissions will be made public on the website.

All submissions or observations received during the above time period will be taken into consideration before the making of the Offaly County Development Plan 2021-2021.

Signed: Stephane Duclot

Director of Services

Planning Section

17<sup>th</sup> June 2021

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