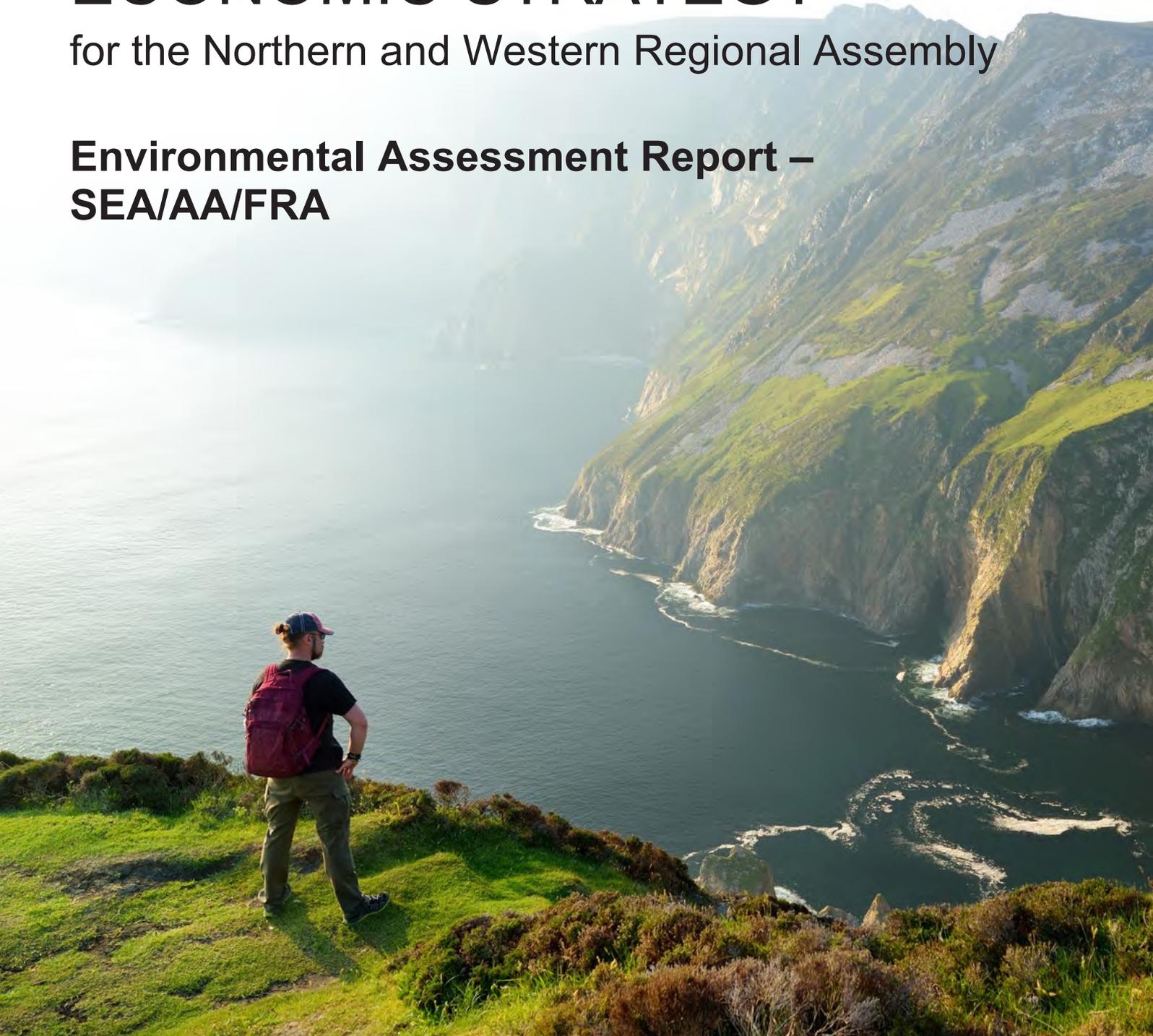




Northern & Western  
Regional Assembly

Proposed **Material Amendments** to draft  
**REGIONAL SPATIAL AND  
ECONOMIC STRATEGY**  
for the Northern and Western Regional Assembly

**Environmental Assessment Report –  
SEA/AA/FRA**



Tionscadal Éireann  
Project Ireland  
2040

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# 1 INTRODUCTION

The draft Northern and Western Regional Spatial and Economic Strategy (NW RSES) went on public display in Q4 of 2018. Following the end of the consultation period in Q1 2019, the Northern and Western Regional Authority (NWRA) reviewed all of the submissions received and proposed a series of Amendments to the draft plan. This included amendments which were categorised by the NWRA as Material or Non-Material Amendments.

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

The screening and subsequent assessment, where required, is recorded in this document. It is intended that this document is read as an addendum to the existing SEA Environmental Report, NIR and RFRA.

## 2 ASSESSMENT

### 2.1 Assessment of Amendments to RPOs

Section ref. and RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
Section 2.4  NEW		<p><b>MA1:</b> 5. The Assembly supports the integration of biodiversity considerations in a positive, proactive and precautionary way and promotes the protection of the environment and biodiversity conservation as key principles of this strategy.</p>	<p>New objective has the potential for direct positive effects for BFF as the aim is to protect and enhance the natural heritage of the region, which in turn could positively influence all environment receptors including PHH, S, w, AQ, CF, MA, CH and LandS.</p> <p>A significant area of the NW region is subject to conservation designations, including SACs, SPAs, NHAs or proposed NHAs and it is important that the RSES ensures that these natural assets are managed and conserved appropriately such that the benefits to be accrued are harnessed sustainably.</p> <p>As noted in the environmental report, to succeed in conserving Ireland's native species and habitats, the support of landowners and people who use or visit the land is needed. Furthermore, developing awareness and creating a greater appreciation of the benefits of our natural heritage supports the EPA Key Actions for Ireland which highlight that it needs to be recognised that a good quality environment brings benefits to both health and wellbeing. This RPO moves toward this by supporting integration.</p> <p>The RPO would significantly benefit from a commitment to establish a regional action plan that goes beyond support to identify clear actions and responsibilities.</p> <p>The new policy will give rise to likely significant effects (LSE) on any European sites.</p>	<p><b>Further Recommendations:</b> A commitment should be made to develop an action plan for the region to give effect to the support expressed in the new RPO.</p>

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Section ref. and RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
Sections 3.6B 3.6D		<b>MA2:</b> The Assembly has decided that a consistent approach to Regional Centres be adopted and to this end the following text in relation to Letterkenny and Athlone, included in the RSES instead of that at Section 3.6B and 3.6D, thus replacing the text in the draft RSES at page 82-109 and 136-137.	See Section 2.3 of this document for assessments relating to Letterkenny RCSP; See Section 2.4 of this document for assessments relating to Athlone RCSP.	
Section 3.6A		<b>MA3-MA5</b>	See Section 2.2 of this document for assessments relating to Galway MASP	

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Section 3.6B 3.6C 3.6D  NEW		<p><b>MA6:</b> The Assembly supports the preparation of an Urban Framework Plan for the Airport Site and its immediate hinterland for residential, community and employment use. The plan will pertain to the area shown on the map below.</p>	<p>The development of a framework plan will set out a clear and coherent vision to assist and guide the ongoing development for the airport site and will have indirect positive effects generally as it can consider how the site can be best advanced in a sustainable manner.</p> <p>A review of the area using the EPA's Environmental Sensitivity Mapping tool indicates there is limited environmental sensitivity in the area however the framework will need to consider the environmental effects with particular reference to transport related emissions [air and climate] and available services such as wastewater capacity before it is advanced.</p> <p>The commitment of OERPO 1 as already articulated in the draft RSES will ensure assessment of proposals continue as more information becomes available on the proposals for the site. This cascading approach to assessment will remove the potential for likely significant effects on the receiving environment. Similarly the new policy will not give rise to likely significant effects (LSE) on any European sites with the implementation of OERPO 1.</p>	<p><i>Apply over arching environmental regional policy objectives.</i></p> <p><i>As per mitigation from ER and NIR of draft RSES</i></p>

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Section 3.6B 3.6C 3.6D		<b>MA7:</b> The Assembly supports the retention of existing agricultural land within the RCSP boundaries and only in exceptional circumstances would it support the development of new residential or commercial uses on un-serviced green field sites.	<p>The NPF clearly establishes the need to coordinate land use zoning, infrastructure and services (NPO 67) and to prioritise lands appropriately (NPO 68). Furthermore, it promotes development on infill and brownfield over greenfield.</p> <p>Development on un-serviced lands has the potential to lead to significant negative effects on the receiving environment. This occurs particularly through the pathway of water, where insufficient WWT capacity exists and air where development is overly reliant on private vehicles.</p> <p>There is a need for the phasing of future development to ensure that services are in place in advance of, or rolled out in tandem with, development of brownfield and greenfield lands if environmental degradation is to be avoided.</p> <p>The policy as presented does not offer information on what constitutes an exceptional circumstance. It is therefore vague and open to interpretation with associated risk to environmental receptors including AQ, W, S BFF, LandS.</p>	<b>Further recommendation:</b> <i>The policy should be rewritten to clarify what are considered to be exceptional circumstances. Furthermore, it should remove the reference to any support of new commercial / residential uses on un-serviced greenfield sites without the application of master planning or SDZ type structure which will facilitate proper assessment and consideration of proposals.</i>
Section 3.6A	*See also No. 13 in objectives for Galway MASP in Section 2.2.	<b>MA8:</b> The Assembly will support the concept of reverse commuting to encourage the increased and	This is a positive policy inclusion which recognises the existing transport resource and aims to increase its efficient use by tiling the	<b>Further recommendation:</b> <i>This policy would benefit from including a commitment to coordinating and supporting effective communication</i>

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		efficient use of resources particularly public transport.	existing infrastructure and capacity. Reverse commuting may entail more car travel, as commuters benefit from less traffic flows and delays when driving out of a city for work purposes than commuting in and therefore behavioural change will be an important factor in benefits.  This policy is in support of a concept. No LSE on any European site as a result.	<i>strategies with relevant stakeholders which aims to increase public awareness of different transport options, and which can encourage behavioural changes to encourage commuters to utilise trains and buses instead of cars.</i>
Section 3.7.9  NEW		<b>MA9:</b> To promote and support the strategic role of IWAK’s SDZ as a significant regional economic driver and to promote the SDZ location as regional economic business and enterprise hub.	As previously identified in the ER for the draft RSES, development of an SDZ for Ireland West Airport Knock provides the opportunity for the area to expand as a key employment centre and industrial hub for a large hinterland, encompassing East Mayo, North Galway, Leitrim, County Sligo, and North Roscommon. While this has positive impacts for PHH and MA in particularly these objectives also have the potential for negative impacts on BFF, W, S, AQ, CF and PHH from aviation and other related transport emissions to air and water, including noise disturbance to local populations. Policies supporting economic and employment related to the aviation sector must be balanced with a recognition of, and mitigation of these potential negative effects.  Similarly, the provision of supporting infrastructure is broadly positive in terms of PHH and MA.	<i>As per mitigation from ER and NIR of draft RSES Apply OERPO1 and OERPO3.  <b>Further recommendation:</b> The RPOs relating to IWAK should include specific reference to the mitigation measures from the statutory environmental assessment carried out for the planning scheme.</i>
Section 3.7.9  NEW	<b>MA9:</b> To support and promote the implementation of the approved Planning Scheme for the designated SDZ at IWA Knock which provides the framework for the expansion of the Airport in terms of its transport and business operations; and as a new business & enterprise destination.			
Section 3.7.9  NEW	<b>MA9:</b> To support the development of the SDZ in tandem with required infrastructure for both the expansion of the Airport and in the delivery of the regional business and enterprise hub.			

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			<p>However, the land use designation for the expansion of infrastructure and land for employment and business uses has the potential to negatively impact most of the environmental receptors, in particular BFF, W, S and LandS. For example, conversion of semi-natural land to business parks may result in biodiversity loss and negatively affect the visual amenity of the local landscape.</p> <p>The NIR for the draft RSES also identified that the development of an SDZ for IWAK has the potential to impact on interconnected European Sites, such as the River Moy SAC.</p> <p>It is noted that planning schemes for SDZ's are subject to SEA (and AA) under Section 179 of the Planning and Development Regulations 2001 as amended. The NIR for the IWKA SDZ highlighted <i>potential impacts affecting the QI of the River Moy SAC with specific reference to the indirect water quality impacts affecting Annex II listed sea / Brook lamprey, Atlantic Salmon, Otters and Freshwater Crayfish</i>. It was however further noted that with successful implementation of mitigation and monitoring measures described therein, the proposed SDZ, along and in-combination with other plans and projects would not result in significant adverse effects to the integrity of any European</p>	

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			<p>Sites, in view of their conservation objectives.</p> <p>Therefore, the mitigation measures specifically related to the SEA and AA for the IWAK SDZ scheme must be implemented in full as part of any support for development in the area to ensure negative impacts on the receiving environment are avoided. A clarification on this should be included in the new RPO and a direct link made to that mitigation.</p> <p>The mitigation outlined in the SEA (Section 8.2.3.1) and the NIR (Section 7.4) remain applicable to this new RPO.</p>	
Section 4.5.1  24	To protect, conserve and enhance those natural, built and cultural heritage features that form the resources on which the regions tourist industry is based. These features will include areas of important landscape, coastal scenery, areas of important wildlife interest, historic buildings and structures including archaeological sites, cultural sites including the Gaeltacht areas, arts and cultural sites and the traditional form and appearance of the built environment	<b>MA10:</b> To support working with relevant landholders and recreational / tourism agencies to increase access to the Countryside and to our Coastal areas, and to ensure maintenance and access to the existing network of trails, paths, ways etc.	<p>While the amended RPO is broadly positive as it promotes collaboration and engagement, it is noted it changes the focus of the original RPO completely from one that leads with <i>protect, conserve and enhance</i>. It is strongly recommended that the original RPO is reinstated and the amended text is addressed through a new RPO on collaboration.</p> <p>The amended RPO would also benefit from including a reference to environmental stakeholders/ agencies also as there is potential for negative as well as positive effects from increased access. The issues associated with increased access to the countryside and coastal areas and relevant mitigations were addressed in</p>	<p><b>Further Recommendations:</b>  <i>Reinstate the original RPO text and create a new RPO based on the amended text. Include a reference to environmental stakeholders/ agencies in the amended RPO text with a view to possibly supporting codes of practice or similar to assist landowners and those seeking access to ensure sustainable use.</i>  <i>As per mitigation from ER and NIR of draft RSES</i>  <i>Apply OERPO1 and OERPO3.</i></p>

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			<p>Section 8.2.1 of the SEA ER for the draft RSES. No additional significant effects.</p> <p>Section 7.2 of the NIR on the draft RSES assessed the potential for adverse effects on European sites because of developing and expanding upon key tourist assets within the NW Region, due to their potential overlap, intersection and connectivity with European Sites. This included spread of invasive species, changes in key indicators of conservation concern, habitat loss or disturbance, and disturbance of key species. Key mitigation measures were provided in Table 8.1. Of particular relevance is the need of detailed and robust route and site selection to inform decision making. No additional LSE.</p>	
Section 4.5.1 25	<p>Promote and integrate trends in international tourism, measures will include:</p> <ul style="list-style-type: none"> <li>• Smart tourist destinations</li> <li>• Tourism based on experiences</li> <li>• Bedrock industries (the connection of sectors of the rural economy with technologies)</li> <li>• Hyperconnected and multichannel digital tourism (mobile applications and</li> </ul>	<p><b>MA10:</b> To support the maintenance of, and enhanced access to state lands, such as National Parks, Forest Parks, Waterways together with Monuments and Historic Properties, for recreation and tourism purposes</p>	<p>Overall the policy objective will be positive for PHH and MA as it supports tourism, which creates employment, tourism amenities and infrastructure. Furthermore, the tourism industry is critical to the economy of this region, and these objectives therefore support future economic growth which will be positive for PHH and MA.</p> <p>However, the development of tourism infrastructure including improved access to amenities has the potential to negatively impact on many environmental topics, particularly with regard to BFF, S</p>	<p><i>As per mitigation from ER and NIR of draft RSES</i></p> <p><i>Apply overarching environmental regional policy objectives.</i></p>

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	services) of complex and highly automated new productive environments		<p>and LandS. For example, increase in access to coastal areas has the potential to disturb local bird populations or increased boating activities may impact on seabird and mammal populations. Increased visitor numbers may also lead to increased air emissions at popular tourist destinations from transport vehicles, particularly in peak season, thus potentially having negative impacts on AQ and CF. Increased footfall to access key built and natural heritage features can damage the assets in the long-term and as such the visitor pressure in key tourism areas needs to be closely monitored and aligned with clear visitor strategies for high interest sites. Other key issues include littering and the spread of invasive species. For more popular destinations or routes the carrying capacity of sensitive sites must be considered before visitors are encouraged to visit. Clear monitoring protocols to monitor the ongoing effect of increased visitor pressures should be included for these sites and the indirect effects from parking, increased seasonal pressures on services, and cumulative changes from supporting developments such as service industry must be considered.</p> <p>Section 7.2 of the NIR on the draft RSES has already assessed the</p>	

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			potential for adverse effects on European sites arising from development and expansion upon key tourist assets within the NW Region, due to their potential overlap, intersection and connectivity with European Sites. The potential for adverse effects included spread of invasive species, changes in key indicators of conservation concern, habitat loss or disturbance, and disturbance of key species. Key mitigation measures were provided in Table 8.1. Of particular relevance to avoiding adverse effect is the need for detailed and robust route and site selection to inform decision making.	
Section 4.5.1  26	Encourage and facilitate investment by Fáilte Ireland in the delivery of suitably scaled tourism related developments at appropriate locations that leverage increased visitor numbers through Wild Atlantic Way; Ireland's Hidden Heartlands and Ireland's Ancient East whilst protecting and conserving environmentally sensitive sites.	<b>MA10:</b> To support the preparation and implementation of Visitor Experience Development Plans (VEDPs) within the Northern & Western Region, to underpin the overarching regional tourism benefits and to promote the natural and cultural assets of the Regions.	The preparation of VEDPs for the region will give rise to indirect positive effects particularly for PHH, CH, LandS, W and BFF as it presents a clear opportunity to consider the direct and indirect effects of any proposals including how to sustainably grow tourism offerings within the carrying capacity of the receiving environment. This will have indirect positive impacts for all environmental receptors as it will foster sustainable growth if these considerations are properly integrated from the outset.  As highlighted above and in the NIR prepared for the draft RSES, there is potential for adverse effects on	<b>Further Recommendations:</b> Add reference to sustainable development of tourism to the amended RPO.  <b>Further Recommendations:</b> VEDPs must undergo SEA and AA to avoid the potential for adverse effects on the wider environment and any European sites.  As per mitigation from ER and NIR of draft RSES  Apply overarching environmental regional policy objectives 1 and 3.

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			<p>European sites arising from development and expansion upon key tourist assets within the NW Region, due to their potential overlap, intersection and connectivity with European Sites. The potential for adverse effects included spread of invasive species, changes in key indicators of conservation concern, habitat loss or disturbance, and disturbance of key species. Key mitigation measures are provided in Table 8.1. Of particular relevance to avoiding adverse effect is the need for detailed and robust route and site selection to inform decision making.</p> <p>It is further noted that WAW tourism strategy has been subject to SEA and AA and is now in a monitoring and implementation phase. There are clear opportunities for <i>lesson learned</i> to inform future strategies and the NWR should support the sharing of this knowledge and learnings.</p>	
<p>Section 3.6A</p> <p>RPO 31</p>	<p>To ensure provision is made for the expansion in accommodation and facilities within Candidate Destination Towns. Supporting infrastructural investment will also be provided, including improvements to public realm, Transport Links,</p>	<p><b>MA11:</b> To ensure provision is made for the expansion in accommodation, and facilities within key destination towns, such as Carrick on Shannon, Cavan, Roscommon Town &amp; Athlone, together with necessary supporting infrastructural investments, including improvements in the public realm, Transport links,</p>	<p>This RPO is amended to name examples of key candidate destination towns more generally referenced in the original RPO.</p> <p>The likely significant effects have been have previously been assessed in Section 8.2 of the ER and remain relevant to the new wording as does the mitigation</p>	<p><i>As per mitigation from ER and NIR of draft RSES</i></p> <p><i>Apply overarching environmental regional policy objectives 1 and 3.</i></p>

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RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
	Accommodation, night time economy and the sustainably development of our natural and built heritage.	accommodation, the night time economy, and sustainable development of our natural & built economy.	measures identified in Chapter 9 of the ER.  The key pathways for impact have previously been assessed in Section 7.2 of the NIR and remain relevant to the new wording as does the mitigation measures identified in Table 8.1 of the NIR.	
Section 3.6A  NEW		<b>MA12:</b> The Assembly supports the implementation of the Shannon Tourism Masterplan and the securing of adequate resources and investment to achieve this.	Tourism in the Shannon Region has significant potential for positive benefits for in the short, medium and long-term for PHH and MA in particular. As already noted in the ER, RPOs supportive of tourism creates employment, tourism amenities and infrastructure with direct and indirect short, medium and long-term benefits for PHH and MA in particular. Furthermore, the tourism industry is critical to the economy of this region, and this objective supports future economic growth which will be positive for PHH and MA. The objective also has potential to be positive for CH, LandS and BFF as it promotes the cultural and natural assets of the region.  However, the development of tourism infrastructure including improved access to amenities has the potential to negatively impact on many environmental topics, particularly with regard to BFF, W, S and LandS. With regard to BFF and W, impact pathways include habitat loss and disturbance, species mortality and/ or	<b>Further Recommendations:</b> <i>Until such time as the SEA and AA for the masterplan are completed no implementation will be possible.</i>  <b>Further Recommendations:</b> <i>The RPO should clearly articulate that the RPO is conditional on implementation of the mitigation measures identified by the SEA and AA of the masterplan once available.</i> <i>As per mitigation from ER and NIR of draft RSES</i> <i>Apply overarching environmental regional policy objectives 1 and 3.</i>

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			<p>disturbance, deterioration in air and water quality, spread of invasive species, increased levels of littering. Increased visitor numbers may also lead to increased pressure on services on a seasonal basis e.g. wastewater capacity with indirect impacts on BFF, W, PHH and MA. Increased visitor pressure can also give rise to air emissions at popular tourist destinations from transport vehicles, particularly in peak season, thus potentially having negative impacts on AQ and CF. Increased footfall to access key built and natural heritage features can damage the assets in the long-term and as such the visitor pressure in key tourism areas needs to be closely monitored and aligned with clear visitor strategies for high interest sites. It is noted that an SEA and AA are being prepared by Waterways Ireland in relation to this masterplan although the current status of that is not clear.</p>	

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NEW		<p><b>MA13:</b> The Assembly supports the future proofing of infrastructure planning to allow for the potential upgrading of existing industrial sites to bio-refining plants while also supporting the use of bio/renewable energy for production of bio-based products</p>	<p>As with the reuse of any industrial site, there is potential for mobilisation of contaminated water or air emissions which could lead to negative effects on PHH; BFF; W; AQ and S.</p> <p>The support for the bio/renewable energy economy is in line with EU and national policy. It offers direct and indirect positive medium to long-term impacts for MA and PHH through creation of jobs and economic opportunity. It also has potential for direct and indirect positive impacts to CF as it can replace fossil carbon-based chemicals, materials, fuels and energy from the supply chain. Furthermore, it can contribute to the shift from a linear to circular economy in line with EU policy.</p> <p>However, there is still concern with regard to negative impacts in the life cycle analysis of the industry. Industrial scale biomass cultivation may require land use change with indirect impacts for BFF where marginal areas and wild open spaces come under pressure for biomass production. These areas can often correspond to national and local biodiversity conservation areas and as such this policy has the potential for LSE on BFF and European sites in particular if unmitigated.</p> <p>The addition of fertilizer and pesticide can lead to soil and water</p>	<p><b>Further Recommendations:</b> The new RPO should include a reference to sustainable production.</p> <p><b>Further Recommendations:</b> Selection of industrial sites for future proofing and sites for bioenergy development should be subject to a feasibility study to identify if and what aspect they are suitable for. This feasibility must take account of environmental impacts from the whole life cycle including but not limited to impacts to connected European sites, and human health</p> <p><b>Further Recommendations:</b> The environmental implications of the entire life cycle of bio/renewable energy for production of bio-based products needs to be fully examined prior to any decision making on specific sites. This includes the source of the biomass as this may result in significant "hidden" negative effects from such a change. The indirect land use change (ILUC) also needs to be considered in the context of any proposal</p>

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			<p>degradation with a direct pathway for impact to habitats and species. Soil erosion and loss of soil carbon have also been reported which could in turn lead to loss of BFF and impact on European sites.</p> <p>Indirect land use change (ILUC) is also a concern and one already identified in relation to the Alternative Fuels and Renewable Energy Directives from the EU. There is a risk that promotion of bioenergy could result in an expansion into land with high carbon stock such as forests, wetlands and peatlands and this can actually result in increased GHG emissions negating some or all of the gains from the renewable energy source. It can also lead to competition for feed and feedstock which is used as a fuel in bioenergy. The EC has been conscious of this and has taken steps to recast the Renewable Energy Directive to limit the potential for these negative consequences.</p> <p>The conversion of bio-products into energy may also have implications for air quality through the release of particulate matter.</p>	
Section 4.5.4 RPO62	To support the expansion & upgrade of Galway Harbour & Galway Port (under IROPI) as part of the overall vision to grow Galway as a City Region.	<b>MA14:</b> The Assembly supports the designation of Galway and Killybegs as Tier 1 Ports, subject to environmental and visual considerations as well as transport	It is noted that the National Ports policy is clear on those ports which are categorised as Tier 1 and Galway / Killybegs are not considered to be Tier 1. It is not	<p><b>Further recommendation:</b> <i>The amendment should not progress in its proposed form.</i></p> <p><b>Further recommendation:</b> <i>Prior to any decision making on Tier 1, a</i></p>

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		and economic viability requirements.	<p>clear therefore if this policy is consistent with national policy.</p> <p>As previously identified in the NIR, any proposal to expand Galway Harbour / Galway Port will adversely affect the integrity of Galway Bay SAC and Inner Galway Bay SPA. The impacts comprise the loss of Annex I habitats (intertidal reef complex habitat and subtidal habitat) and loss of marine habitat for Annex II species (Otter, Common Seal and Lamprey) and all SCI bird species of the SPA will be impacted. The project is currently under consideration by An Bord Pleanála in the context of Article 6(4) of the Directive. Initial compensatory measures were submitted to the board in August 2017. The Harbour Company has now been requested by An Bord Pleanála to further develop these proposed compensatory measures and to submit them to An Bord Pleanála in due course. The removal of the reference to IROPI is not helpful in providing clarity and transparency to the RSES process. Furthermore, it is unclear if the amended text relates to a separate and additional proposal to the expansion referred to in the previous version of the RPO. As such it is not possible to consider potential for in combination impacts if this is additional to the expansion proposal.</p>	<p><i>feasibility study should be undertaken to establish if it is appropriate from a planning, environmental, social and legal perspective in addition to economic and engineering feasibility. This feasibility study must explicitly establish such a categorisation can be accommodated without adverse effects on site integrity of the European sites with connectivity, along or in combination with other plans and projects.</i></p>

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			<p>Tier 1 port status is likely to require significant expansion and intensification of activity with a requirement for supporting infrastructure, provision of supporting services and dredging among other things. It is also likely to result in significant land use changes in the surrounding areas.</p> <p>While this can give rise to improved employment opportunities with resulting medium to long term positive impacts for population and material assets it also has the potential to give rise to a host of direct and indirect negative impacts including deterioration of water quality, emissions to air, contamination of land and soils, disturbance of BFF and local populations from noise emissions, pollution events and visual intrusion etc.</p> <p>While the inclusion of a reference to 'subject to environmental and visual considerations' is welcomed, it is not considered sufficient in the context of SEA or AA to offset the potential for significant negative effects on the receiving environment or adverse effects on site integrity given the environmental sensitivities as previously highlighted in the ER and NIR remain.</p>	
Section 5.2		<p><b>MA15:</b> The Assembly will support the preparation of local climate strategies by CAROs and Local</p>	<p>The focus of the RPO is on vulnerability to climate risks. Consequently, there is potential for</p>	<p><b>Further recommendation:</b> NWRA shall work with the CARO to undertake a regional emissions</p>

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RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
NEW		Authorities to address vulnerability to climate risks and prioritise actions in accordance with the principles within the National Adaptation Framework and the National Mitigation Plan.	<p>overall positive direct and indirect effects from the development of these local strategies on PHH and MA in particular. The RPO would benefit from including a reference to the importance of natural heritage features in terms of ecosystem service and how this can directly benefit climate adaptation as an asset and part of the solution. Cross referencing to other relevant RPOs such as RPO 82 and RPO 101 would also improve the new amendment. Furthermore the focus on local strategies, while welcomed, would also benefit from a more regional approach in the first instance.</p> <p><b>Further recommendation:</b> NWRA shall work with the CARO to undertake a regional emissions assessment. NWRA shall compile and publish an emissions inventory and, in collaboration with the relevant Departments and agencies, agree emissions reductions targets in accordance with agreed national sectoral plans and to support an aggregate 40% reduction in greenhouse gas emissions by 2030 in line with the EU 2030 Framework.</p>	<i>assessment. NWRA shall compile and publish an emissions inventory and, in collaboration with the relevant Departments and agencies, agree emissions reductions targets in accordance with agreed national sectoral plans and to support an aggregate 40% reduction in greenhouse gas emissions by 2030 in line with the EU 2030 Framework.</i>
Section 5.5 NEW		<b>MA16:</b> The Assembly supports the advancement of the zone of North Sligo / North Leitrim (Ben Bulbin & its hinterlands) and the area surrounding and including Lough Arrow / Lough Key as potential	Tourism has significant potential for positive benefits in the short, medium and long-term for PHH and MA in particular. As already noted in the ER, RPOs supportive of tourism create employment,	<i>As per mitigation from ER and NIR of draft RSES Apply overarching environmental regional policy objectives 1 and 3.</i>

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RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
		<p>National Parks / National Recreation Areas. It also supports collaboration in this regard with stakeholders including NPWS, Local Authorities, Department of Culture, Heritage &amp; the Gaeltacht.</p>	<p>tourism amenities and infrastructure with direct and indirect short, medium and long-term benefits for PHH and MA in particular. Furthermore, the tourism industry is critical to the economy of this region, and this objective supports future economic growth which will be positive for PHH and MA. The objective also has potential to be positive for CH, LandS and BFF as it promotes the cultural and natural assets of the region. However, the development of tourism infrastructure including improved access to amenities has the potential to negatively impact on many environmental receptors, particularly with regard to BFF, W, LS and LandS. Regarding BFF and W, impact pathways include habitat loss and disturbance, species mortality and / or disturbance, deterioration in air and water quality, spread of invasive species, increased levels of littering. Increased visitor numbers may also lead to increased pressure on services on a seasonal basis e.g. wastewater capacity with indirect impacts on BFF, W, PHH and MA. Increased visitor pressure can also give rise to air emissions at popular tourist destinations from transport vehicles, particularly in peak season, thus potentially having negative impacts on AQ and CF. Increased footfall to access key</p>	

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RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
			<p>built and natural heritage features can damage the assets in the long-term and as such the visitor pressure in key tourism areas needs to be closely monitored and aligned with clear visitor strategies for high interest sites.</p>	
<p>Section 5.8  NEW</p>		<p><b>MA17:</b> The Assembly supports the further development of Greenways as part of the Outdoor Recreational Plan for Public Lands and Waters in Ireland 2017-2021', as part of an overall improvement of facilities to enhance health and well-being across society.</p>	<p>The plan referred to was published by Coillte in 2017. The RPO will have direct and indirect positive impacts for PHH and MA as it seeks to promote recreation and wellbeing. Benefits and positive impacts identified include economic stimulation, jobs creation, skills development and health and wellbeing. Indirect positive impacts are also identified in terms of education and BFF and CH. Increased interest in natural and cultural sites can attach a "value" to them socially and an example is given in the plan of Diamond Hill which suffered degradation in early 2000's from visitor pressure but which has since been rehabilitated with walkways etc. The development of recreational offerings does have potential for negative impacts also, particularly with regard to BFF, W, S, LS, AQ among others. This generally derives from visitor pressure causing direct loss / damage to habitats and species loss or disturbance and indirect impacts from supporting infrastructure and services. This includes deterioration in air quality</p>	<p><b>Further recommendation:</b> Support for the Coillte Plan should be conditional on it demonstrating compliance with the Habitats Directive.  <i>As per mitigation from ER and NIR of draft RSES</i>  <i>Apply overarching environmental regional policy objectives 1 and 3.</i></p>

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RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
			<p>and increased GHG emissions from transport related emissions associated with access. There may also be an increase in littering and other anti-social activity where access is improved. Spread of invasive species is another significant issue for BFF. The impact from development of greenways was already assessed in the ER and this RPO will give rise to similar effects and will require similar mitigation - see adjacent. Furthermore it is noted that there is no record of SEA or AA of the Coillte Plan and support for same should be conditional on it demonstrating compliance with the Habitats Directive.</p>	
<p>Section 6.5  NEW</p>		<p><b>MA18:</b> The capacity and safety of the Region's land transport networks will be managed and enhanced in order to ensure their optimal use, thus giving effect to National Strategic Outcome No. 2 and maintaining the strategic capacity and safety of the national roads network including planning for future capacity enhancements.</p>	<p>The national road network is economically and socially important at region and national level to ensure intra- and inter-connectivity with long-term positive impacts for MA and PHH. There is however inherent potential for negative impacts on BFF, CH, LandS, LS and W, as a result of long-term permanent operational impacts, namely through habitat loss, species loss/disturbance and long-term emissions to air, soil and water. There is also potential for permanent loss of greenfield land. Road traffic also contributes to emissions of nitrogen oxides and particulate matter, which can cause indirect impacts to PHH and direct</p>	<p><b>Further recommendation:</b> <i>The construction and operational impacts arising from the proposed maintenance and upgrade of the strategic land transport network must be subject to robust feasibility, route selection, appropriate environmental assessment (EIA, AA EclA and FRA) and the planning process at the project level</i></p> <p><b>Further recommendation:</b> <i>An RPO which seeks to proactively engage with the key stakeholders for land transport would be a positive addition.</i> <i>As per mitigation from ER and NIR of draft RSES</i></p>

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RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
			<p>negative impacts for AQ. Emissions from the transport sector also have long-term negative impacts on CF through emissions of greenhouse gases (where not offset by electric vehicles/alternative fuels).</p> <p>The nature of the enhancements suggested is not clear and this may mean road widening, bypasses, electrification of rail lines etc. Construction of linear road and rail infrastructure has the potential for short to long term direct and indirect negative effects for all environmental receptors as a result of emissions, habitat loss and disturbance of species, deterioration in air quality and noise disturbance.</p> <p>Robust feasibility studies and site / route selection are the most effective manner to reduce impacts on the environment from such enhancements</p> <p>See Section 8.2.3.1 of the ER for assessment of transport.</p> <p>As previously identified in the NIR, linear transport networks have the potential for adverse effects on European sites as a result of habitat loss and disturbance, species disturbance, spread of invasive species, deterioration in water and air quality.</p>	<p><i>Apply overarching environmental regional policy objectives 1 and 3.</i></p>
Section 6.5	The delivery of the following projects shall be	<b>MA19:</b> The delivery of the following projects shall be pursued, in	It is noted that additional projects have been added to this RPO, and	<b><i>Further recommendations:</i></b> <i>The construction and operational</i>

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RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
RPO110	pursued through pre-appraisal, early planning and thereafter to construction as priority projects to be delivered to an appropriate level of service in the medium term:	consultation with and subject to the agreement of TII, through pre-appraisal, early planning and to construction as priority projects to be delivered to an appropriate level of service in the medium term.  N15 Sligo to Bundoran N16 Sligo to Blacklion N13 Manorcunningham to Bridgend/Derry N59 enhancement N61 Athlone to Boyle improvement N63 Roscommon to Longford improvement N56 Inver to Killybegs N15 Stranorlar to Lifford N13 Stranorlar to Letterkenny N3 North of Kells to Enniskillen, via Cavan and the A509 in Fermanagh; N54 (NS) Cavan to Monaghan Town; N55 (NS) Cavan to Athlone; N26 and N58 (NS) linking Ballina to N5.	further projects will be pursued subject to consultation and agreement with TII. This RPO would benefit from the addition of reference to <b>...early planning and subject to appropriate environmental assessments...</b>  No additional impacts to those already identified in the SEA ER and NIR on the draft RSES.	<i>impacts arising from the proposed road-related development proposals must be subject to robust feasibility, route selection, appropriate environmental assessment (EIA, AA EclA and FRA) and the planning process at the project level.</i>  <i>As per mitigation from ER and NIR of draft RSES</i>  <i>Apply overarching environmental regional policy objectives 1 and 3.</i>
Section 6.6  NEW		<b>MA20:</b> The Assembly supports alternative appropriate uses for disused rail corridors, including use as Greenways, where it does not prevent its future use for railway transport.	This RPO has the potential for direct and indirect positive impacts for PHH and MA where alternative uses result in increased amenity [where encouragement of cycling and walking as transport options] and employment / economic opportunities [associated tourism and services sectors]. Potential negative effects on BFF especially bats, badgers and birds resulting from loss of continuous linear habitat which is valuable for	<b>Further recommendation:</b> <i>the RPO should include a commitment to undertake a feasibility study in consultation with relevant stakeholders in order to have an evidence base for supporting decision-making for this RPO.</i>  <i>As per mitigation from ER and NIR of draft RSES</i>  <i>Apply overarching environmental regional policy objectives 1 and 3.</i>

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RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
			<p>dispersal. Also potential for spread of invasive species.</p> <p>Key issues associated with Greenway developments in the absence of mitigation include direct and indirect impacts to European sites within the project Zone of Influence during the construction and operational phases of the greenway development. This could include run-off of construction materials such as wet concrete, aggregates to the receiving environment or the exposure of an area to disturbance effects to QI or SCI species of a European Site within the project Zol.</p> <p>The RPO references alternatives uses and suggests greenways but it is not clarified what other uses might be considered.</p>	
Section 6.12.3 RPO136	Support the roll-out of the National Broadband Plan and grow the regional digital economy;	<b>MA21:</b> Support the roll-out of the National Broadband Plan within the lifetime of this strategy and grow the regional digital economy	Minor text changes. As per previous assessment, no additional likely significant effects.	None
Section 7.4 RPO169	Supports the provision of third level education in the Cavan/Monaghan sub-region.	<b>MA22:</b> Support the provision of 3rd level education in Roscommon, Leitrim, Cavan and Monaghan	As per previous assessment; no additional likely significant effects.	None
Section 7.6 NEW		<b>MA23:</b> The Assembly supports the specific designation of lands in development plans and local area plans for nursing homes and sheltered housing.	This is a positive policy inclusion of particular benefit to PHH and promotes social inclusion. As with any construction there are potential for impacts therefore such designations must be supported by proper site selection and are	None

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RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
			subject to the provisions of OERPO1. No additional likely significant effects.	
Section 9.2 RPO206	Prioritising investment to improve storm water infrastructure to improve sustainable drainage and reduce the risk of flooding in the urban environment.	<b>MA24:</b> Prioritising investment to improve storm water infrastructure to improve sustainable drainage and reduce the risk of flooding in the urban and rural environment.	<p>Broadly positive for PHH and MA as it relates to stormwater management in rural areas however it is noted that stormwater management in rural areas may require a different approach than urban areas and as such a separate dedicated RPO which acknowledges this would be more helpful.</p> <p>Urban areas are often characterised by large expanses of impermeable surfaces with high risk of pluvial flooding while in rural areas this is much less of an issue where agricultural runoff may be a more significant issue.</p> <p>As previously identified for RPO206 in the SEA ER, development of new infrastructure has the potential to negatively impact BFF, S, AQ, CF, CH, and LandS. New infrastructure may also result in result in impact pathways to European sites including loss or deterioration of habitat, disturbance of species, movement of invasive species and pollution to soils or water. However the potential for these impacts will be subject to the location and design of each development. With the application of OERPO 1 likely significant effects can be avoided</p>	<p><b>Further Recommendations:</b> Introduce a separate RPO for SWM in rural areas.</p> <p><b>Further Recommendations:</b> Rural interventions could include a programme of better information for rural landowners and communities on better practices, stewardship projects that align with ongoing RBMP activities or similar.</p> <p><b>Further Recommendations:</b> Any hard engineering interventions will need to consider the potential for impacts and how they might affect hydrological connectivity and hydromorphological supporting conditions for protected habitats and species.</p> <p>As per mitigation from ER and NIR of draft RSES</p> <p>Apply overarching environmental regional policy objectives 1 and 3.</p>

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RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
			at project stage as per previous mitigation.	
Section 10.4  TABLE		<b>MA25:</b> <i>Include an Implementation Timescale matrix as part of the Appendix to the RSES which contains the collected RPOs RPO Ref. number with an Implementation Timescale divided into Short (2021), Medium (2026), Long (2040) and Ongoing.</i>	Amendment allows for the inclusion of a table detailing implementation timescales for the RPOs. No likely significant effects resulting from this amendment.	None
Section 10.4  NEW		<b>MA26:</b> Draft RSES Oversight Committee. The Regional Assembly will review the RSES every 6 years, and this review will if necessary modify, or revoke Policy should the need to do so arise. In this respect, the following Regional Policy Objectives apply: 1. RSES Oversight Committee: Within 6 months of the adoption of the RSES, an RSES Oversight Committee will be established to ensure oversight of the implementation, monitoring and reporting of progress in implementation of the RSES, as well as identifying opportunities to drive Regional Development, and suggest sources of funding, fostering partnerships / new collaborations. 2. The RSES Oversight Committee will assess (i) Issues that impact	This is a positive narrative inclusion which sets out a roadmap for the Assembly in monitoring implementation of the RSES. However, it is also a legal requirement under SEA [Art. 10 of 2001/42/EC] to monitor the significant environmental effects of implementation of the plan to identify at an early stage unforeseen effects and to take remedial action where required.	<b>Additional Recommendation:</b> <i>In addition to point 4, this narrative should include a specific reference to the SEA Environmental Monitoring Programme which should also be included in the final RSES, in order monitor environmental effects.</i>

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RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
		<p>upon the effectiveness or performance of the strategy. (ii) Evaluate the progress made across all Regional Policy Objectives, including those of the Galway MASP, and the Regional Growth Centre Strategic Plans for Sligo, Letterkenny &amp; Athlone.</p> <p>3. (a) The Northern &amp; Western Regional Assembly will every 2 years prepare a report which monitors the progress in implementing the RSES</p> <p>(b) As part of the RSES review process, the NWRA will publish (and update) an infrastructure tracker, and progress report every 2 years. This report will update the status of all major Regional Infrastructure Projects.</p> <p>4. It is an objective to carry out a review and update of baseline data for the purposes of monitoring and reporting of progress in implementing the RSES. Said data shall be published on the NWRA website.</p>		
Section 3.6C	EC-2 Promote Local Heritage & Culture in order to deliver high-quality cultural and tourism products of Regional and National significance.	<b>MA27:</b> Promote Local Heritage & Culture in order to deliver high-quality cultural and tourism products of Regional and National significance, and as part of the forthcoming Sligo & Environs Development Plan, to prepare a Tourist Strategy, which will focus on visitor offer, access, accommodation, and additional infrastructural needs, whilst taking	Overall the policy objective will be positive for PHH and MA as it supports tourism, which creates employment, tourism amenities and infrastructure. Furthermore, the tourism industry is recognised as being critical to the economy of this region, and these objectives therefore support future economic	<p><b>Further Recommendations:</b> As per mitigation from ER and NIR of draft RSES. Apply overarching environmental regional policy objectives.</p> <p><i>In addition, the proposed tourism strategy should address the headroom needed in road, water and wastewater capacity to accommodate seasonal highs without leading to adverse on the</i></p>

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RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
		<p>into account all Natura 2000 sites within the environs of Sligo, Strandhill and Rosses Point.</p>	<p>growth which will be positive for PHH and MA.</p> <p>The development of tourism infrastructure including improved access to amenities has the potential to negatively impact on many environmental topics, particularly with regard to BFF, S and LandS. For example, increase in access to coastal areas has the potential to disturb local bird populations or increased boating activities may impact on seabird and mammal populations. As such the proposal to first develop strategy is welcomed as it presents a clear opportunity to consider the potential impact from proposals and inform the nature and level of activity suitable to the surrounding area. The tourist Strategy should be subject to SEA and AA when being prepared.</p> <p>The satellite villages of Strandhill and Rosses Point are noted to be coastal villages to the north and south of Sligo. Increased visitor numbers may lead to increased air emissions at popular tourist destinations from transport vehicles, particularly in peak season, thus potentially having negative impacts on AQ and CF. Increased footfall to access key built and natural heritage features can damage the assets in the long-term and as such the visitor pressure in key tourism areas needs to be closely monitored and aligned with</p>	<p><i>receiving environment periodically over the year. It should also address the potential impact pathways in terms of the European sites with connectivity in the context of tourism activities and supports. The tourist Strategy should also be subject to SEA and AA in preparation.</i></p>

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RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
			<p>clear visitor strategies for high interest sites. Other key issues include littering and the spread of invasive species.</p> <p>For more popular destinations or routes the carrying capacity of sensitive sites must be considered before visitors are encouraged to visit. Clear monitoring protocols to monitor the ongoing effect of increased visitor pressures should be included for these sites and the indirect effects from parking, increased seasonal pressures on services, and cumulative changes from supporting developments such as service industry must be considered.</p> <p>Section 7.2 of the NIR on the draft RSES has already assessed the potential for adverse effects on European sites arising from development and expansion upon key tourist assets within the NW Region, due to their potential overlap, intersection and connectivity with European Sites. This is particularly relevant in relation to Sligo town, Rosses Point and Strand hill, which are adjacent to the European sites Cumeen Strand/Drumcliff Bay (Sligo Bay) SAC and Cumeen Strand SPA. Strandhill is also just north of Ballysadare SPA and SAC. The QI and SCI for these designations would be sensitive to tourism pressures as they include harbour seal, river and</p>	

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RPO No.	Existing RPO	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening / Assessment of Proposed Amendments to Draft RSES	Mitigation
			<p>brook lamprey, dunes, mudflats and sandflats and various water and wildfowl.</p> <p>The potential for adverse effects include spread of invasive species, changes in key indicators of conservation concern, habitat loss or disturbance, and disturbance of key species. Key mitigation measures were provided in Table 8.1. Of particular relevance to avoiding adverse effect is the need for detailed and robust route and site selection to inform decision making.</p>	

## 2.2 Assessment of Amendments to the Galway MASP

Material related to Galway MASP has been redrafted and relocated as a material amendment. The redrafted MASP includes much of the same material from Section 3.6A of the draft RSES including development of Regional Objectives. These are screened/ assessed below. The reader is also advised to review Section 8.2.7.2 of the Environmental Report already prepared and Section 7.9.1 of the NIR already prepared for relevant information on environmental sensitivities including European sites within the zone of influence. The reader is also advised to review the mitigation measures relevant to infrastructure and land use planning generally and Galway specifically in both documents.

Galway MASP No.	Change Y/N	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
-	NEW	<b>MA3:</b> It is an objective to establish a collaborative approach between the Regional Assemblies (NWRA, SRA), the Local Authorities and other stakeholders to enable all their metropolitan areas to collaborate with each other to harness their combined development potential as an alternative to development of Dublin.	This RPO is a positive commitment towards collaboration and broadly neutral across all environmental receptors. It is recommended that the RPO is revisited to reflect the need for collaboration between NWRA, SRA and EMRA to enable all their metropolitan areas to collaborate with each other to harness their combined development potential within sustainable limits. No likely significant effects on any European sites.	<b>Further Recommendations:</b> <i>It is recommended that the RPO is revisited to reflect the need for collaboration between NWRA, SRA and EMRA to enable all their metropolitan areas to collaborate with each other to harness their combined development potential within sustainable limits.</i>
1	NEW	<b>MA4:</b> The prioritisation framework for projects in the MASP are identified using the following notations Short Term (S) 0 – 6 years Medium Term (M) 6 – 12 years Long Term (L) 12 – 20 years  1. Support the delivery of the infrastructure projects outlined below in order to develop the MASP as outlined in the strategy (S) A. Galway City Ring Road (S) B. Galway East main Drainage Wastewater Treatment Plant (S/M) C. Galway Transport Strategy (S/M/L)	The amendment presents a prioritization framework to guide implementation in the Galway MASP area. The assessment of water and transport services / infrastructure has already been presented in the ER and NIR. Key mitigations presented include the application of OERPO and the application of quality site/route selection process that addresses environmental concerns such as landscape, cultural heritage and biodiversity as a minimum. These mitigations remain relevant for the prioritisation.	<i>As per mitigation from ER and NIR of draft RSES Apply overarching environmental regional policy objectives 1 and 3.</i>

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Galway MASP No.	Change Y/N	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
		D. Galway Drainage Area Plan (S/M) E. Galway City Water Supply Scheme (S) F. Galway City Mains Rehabilitation Contract (S)		
2	NEW	<b>MA4:</b> 2. Support the regeneration and development of the city centre sites at Galway Harbour, Ceannt Station and Headford Road (S/M)	<p>Supporting the regeneration of city centre sites is broadly positive from a built environment perspective. There are potential long-term direct positive impacts for MA where buildings and sites can be regenerated. There are also indirect positive impacts for PHH as previous derelict areas are revitalised and offer improved public realm. Indirect positive impacts are also anticipated in the medium to long-term for CH and LandS where regeneration may improve the public space.</p> <p>Regeneration of sites provide the opportunity to manage uncontrolled run-off and/ or contamination issues are generally improved upon resulting in positive impacts to S and W and BFF. There are however potential negative impacts for BFF, S and W where regeneration or infill development results in emissions to water or the generation of contaminated material from brownfield sites. This must be carefully managed and investigated prior to any decision making.</p> <p>Lough Corrib SAC; Inner Galway Bay SPA; and Galway Bay Complex SAC are in proximity to the sites listed in the RPO and there are pathways between the city centre sites and the European sites with potential for adverse effects if unmitigated. Pathways include deterioration of water quality, remobilisation of contamination, disturbance of habitats and species from construction in the short-term and also disturbance from intensification of activity in the longer-term. Detailed planning for these areas in the form of masterplans or SDZ will be required to inform the</p>	<p><i>As per mitigation from ER and NIR of draft RSES</i></p> <p><i>Apply overarching environmental regional policy objectives 1 and 3.</i></p> <p><b>Further recommendation:</b> <i>The application of OERPO1 will be essential to avoid potential for adverse effects once the parameters of development are known.</i></p> <p><b>Further recommendation:</b> Detailed planning for these areas in the form of masterplans or SDZ will be undertaken to inform the nature and scale of redevelopment appropriate to the receiving environment. These plans will be subject to AA and SEA as appropriate to guide this process.</p>

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Galway MASP No.	Change Y/N	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
			nature and scale of redevelopment appropriate to the receiving environment. These plans will be subject to AA and SEA as appropriate to guide this process.	
3	NEW	<p><b>MA4:</b> 3. 50% of new homes for the population target shall be constructed within the existing City Development Envelope, 40% of these shall be constructed on infill and/or brownfield sites.</p>	<p>The objective is directly positive for PHH and MA as it provides new housing infrastructure to support future population growth but limit urban sprawl by consolidating settlement expansion. There is also the potential for positive impacts on LandS in the case where deteriorated sites are redeveloped, revitalised and become more attractive places to live. However, as with any proposed developments, there is the potential to impact on BFF, W, AQ, CH, CF and LandS as a result of land use change, disturbance and fragmentation of habitats and increased pollution from emissions. Important issues to consider will also include environmental capacity in terms of public transport availability, suitability for active walking / cycling options, and wastewater / water capacity in growing urban areas.</p> <p>At the RSES level, the focus on infill and /or brownfield redevelopment has the potential to give rise to waste and contaminated land. The RSES must therefore facilitate the identification and appropriate disposal options for any such lands, supported by appropriate investigations and environmental assessments.</p> <p>There is also potential for adverse effects on European sites along a number of pathways. These pathways include:</p> <ul style="list-style-type: none"> <li>Habitat loss, destruction and / or disturbance as a result of the growth ambition;</li> <li>Species disturbance;</li> <li>Decreased water quality as a result of contamination from brownfield sites</li> </ul>	<p><b>Further recommendation:</b>  <i>The application of overarching regional policy objectives 1 will be essential to avoid potential for adverse effects once the parameters of development are known.</i>  <i>As per mitigation from ER and NIR of draft RSES</i></p> <p><b>Further recommendation:</b>  <i>All developments should be subject to robust site / route selection and appropriate environmental assessment.</i></p> <p><b>Further recommendation:</b>  <i>As per NPF, development must be phased to ensure that it is aligned to service provisions.</i></p> <p><b>Further recommendation:</b>  <i>Develop quality of life criteria to assist in delivery of this RPO</i></p>

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Galway MASP No.	Change Y/N	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
			<p>Decreased water quality as a result of the growth ambition. Note Mutton Island WwTP is operating within its design capacity, it discharges to Galway Bay which is designated as part of Galway Bay Complex SAC and Inner Galway Bay SPA.;</p> <p>Increased demand on water supply; and</p> <p>In-combination impacts with other key growth settlement.</p> <p>It will be essential to establish the suitability of sites for re-development in the context of these pathways prior to planning.</p>	
4	NEW	<p><b>MA4:</b> 4. Support the provision of a dual railway track between Galway and Athlone (M/L)</p>	<p>It is noted this project is not listed in the NDP for funding between now and 2027.</p> <p>Support for double-tracking the rail line is positive from the perspective of MA as this system can reduce travel times and delays, depending on the frequency of service. It is also positive for PHH as it improves connectivity and offers alternatives to private car use at a regional level with onward connections.</p> <p>There is potential for positive impacts for AQ and CF where rail transport is powered by sustainable energy sources however in Ireland many of the passenger trains are diesel powered. As such there is a need to improve the energy efficiency of the rail network, for example further rail electrification in order to reduce the use of fossil fuels. This should be supported at a regional level.</p> <p>Works to upgrade or widen tracks to accommodate a second line have environmental implications for BFF, W, S, LandS and CH in particular. These include habitat loss such as removal of hedgerows, additional runoff volumes, increased noise from increased frequency, increased emissions to air along the line etc.</p> <p>A dual railway track between Galway and Athlone may require a crossing of the River Suck Callows</p>	<p><i>As per mitigation from ER and NIR of draft RSES</i></p> <p><i>Apply overarching environmental regional policy objectives 1 and 3.</i></p> <p><b>Further recommendation:</b> <i>All developments must be subject to robust site / route selection and appropriate environmental assessment.</i></p> <p><b>Further recommendation:</b> <i>An RPO supporting the upgrade of rail lines to achieve better energy efficiency would be beneficial and show clear policy linkages in relation to climate adaptation and future proofing of regional assets.</i></p>

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Galway MASP No.	Change Y/N	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
			<p>SPA which as SCI's including Whopper Swan, and Greenland Whitefronted Goose. There is potential for impact from disturbance, collisions, and loss of habitat. It is therefore essential that any such proposal is subject to robust site / route selection and appropriate environmental assessment to ensure there is no potential for adverse effects on the site integrity.</p> <p>Any project proposals will be subject to the outcomes of the planning and environmental assessment processes, as per the principle of OERPO1.</p>	
5	NEW	<p><b>MA4:</b> 5. Support the delivery of lands for employment uses at Knocknacurra / Ragoon, Mervue, Dangan, Parkmore, Briarhill, Airport and Oranmore.</p>	<p>The sensitivities for the Galway MASP area have been identified previously in the SEA ER and NIR. In that context, it is acknowledged that this RPO has the potential for a direct positive impacts on PHH and MA by encouraging employment opportunities. However, land for employment uses has the potential to negatively impact across environmental receptors. Direct impacts arise from land use change and building of infrastructure including:</p> <p>Habitat loss /fragmentation, species disturbance, Increased emissions to air and water; Landscape and visual intrusion</p> <p>Indirect impacts associated with:</p> <p>Traffic and transport e.g. increased emissions to air if land use is not integrated with transportation; Increased pressure on water and waste water services</p> <p>Increased population pressure on sensitive landscapes, biodiversity etc. Increased pressure on water quality and quantity from abstractions / emissions from industry.</p> <p>Furthermore, there is potential for adverse effects on European sites within the zone of influence of</p>	<p><i>As per mitigation from ER and NIR of draft RSES</i></p> <p><i>Apply overarching environmental regional policy objectives 1 and 3.</i></p> <p><b>Further recommendation:</b> <i>Area action plans prepared for areas within the Galway MASP should assess potential for impact pathways in relation to European sites and the potential for ex-situ impacts. Action plans will ensure no adverse effects on the integrity of any European site as a result of objectives and policies included in each plan. Phasing of services in tandem with growth and settlement is essential to avoid adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</i></p>

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Galway MASP No.	Change Y/N	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
			<p>the MASP along a number of pathways which include:</p> <p>Habitat loss, destruction and / or disturbance as a result of the growth ambition;</p> <p>Species disturbance;</p> <p>Decreased water quality as a result of the growth ambition. It is noted that while Mutton Island WwTP is operating within its design capacity, it discharges to Galway Bay which is designated as part of Galway Bay Complex SAC and Inner Galway Bay SPA.;</p> <p>Increased demand on water supply; and</p> <p>In-combination impacts with other key growth settlements.</p>	<p><b>Further recommendation:</b>  <i>Feasibility studies should be carried out to assess the availability and suitability of new and/or existing drinking water sources to meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.</i></p>
6	NEW	<p><b>MA4:</b> 6. Support the provision of Childcare, Education and Health Services within the same timeframes as the residential and employment uses outlined above</p>	<p>Provision of childcare education and healthcare facilities will have direct positive effects for PHH and MA. No likely significant effects on a European sites as no locational information.</p>	<p><i>As per mitigation from ER and NIR of draft RSES</i>  <i>Apply overarching environmental regional policy objectives 1 and 3.</i></p>
7	NEW	<p><b>MA4:</b> 7. The Assembly supports the delivery of an Urban Framework Plan for the Airport Site for residential, community and employment use. community and employment use. The plan will pertain to the area shown on the map below.</p>	<p>The development of a framework plan will set out a clear and coherent vision to assist and guide the ongoing development for the airport site and will have indirect positive effects generally as it can consider how the site can be best advanced in a sustainable manner.</p> <p>A review of the area using the EPA's Environmental Sensitivity Mapping tool indicates there is limited environmental sensitivity in the area however the framework will need to consider the environmental effects with particular reference to transport related emissions [air and climate] and available services such as wastewater capacity before it is advanced.</p> <p>The commitment of OERPO 1 as already articulated in the draft RSES will ensure</p>	<p><i>As per mitigation from ER and NIR of draft RSES</i>  <i>Apply overarching environmental regional policy objectives 1 and 3.</i></p>

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Galway MASP No.	Change Y/N	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
			assessment of proposals continue as more information becomes available on the proposals for the site. This cascading approach to assessment will remove the potential for likely significant effects on the receiving environment. Similarly the new policy will not give rise to likely significant effects (LSE) on any European sites with the implementation of OERPO 1.	
8	NEW	<b>MA4:</b> 8. The Assembly supports the retention of existing agricultural land within the MASP and only in exceptional circumstances would it support the development of new residential or commercial uses on un-serviced green field sites.	<p>The NPF clearly establishes the need to coordinate land use zoning, infrastructure and services (NPO 67) and to prioritise lands appropriately (NPO 68). Furthermore, it promotes development on infill and brownfield over greenfield.</p> <p>Development on un-serviced lands has the potential to lead to significant negative effects on the receiving environment. This occurs particularly through the pathway of water, where insufficient WwT capacity exists and air where development is overly reliant on private vehicles.</p> <p>There is a need for the phasing of future development to ensure that services are in place in advance of, or rolled out in tandem with, development of brownfield and greenfield lands if environmental degradation is to be avoided.</p> <p>The policy as presented does not offer information on what constitutes an exceptional circumstance. It is therefore vague and open to interpretation with associated risk to environmental receptors including AQ, W, S BFF, LandS.</p>	<b>Further recommendation:</b> <i>The policy should be rewritten to clarify what are considered to be exceptional circumstances. Furthermore, it should remove the reference to any support of new commercial / residential uses on un-serviced greenfield sites without the application of master planning or SDZ type structure which will facilitate proper assessment and consideration of proposals.</i>
9	NEW	<b>MA4:</b> 9. The Assembly supports the designation of a Technological University in the Region which will be partially located in Galway; in order to complement existing 3rd level educational facilities and to foster the	This RPO has positive impacts for PHH as it supports education; the designation of an IT will positively impact MA within the region by providing training and ultimately a skilled workforce that can contribute to developing the region in the future. No location has been identified therefore proper	<i>As per mitigation from ER and NIR of draft RSES</i> <i>Apply overarching environmental regional policy objectives 1 and 3.</i>

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Galway MASP No.	Change Y/N	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
		innovative knowledge-based economy of the region.	site selection which considers cumulative effects from any additional accommodation/transport/recreation/water services etc. is required in order to avoid impacts to sensitive sites. The policy itself has no LSE on European sites.	
10	NEW	<b>MA4:</b> 10. It is an objective of the Assembly to support the delivery of a modern hospital at Merlin Park that will serve the city and the region (M/L)	<p>The policy is broadly positive, particularly for PHH and MA, as new hospital facilities are needed in the area.</p> <p>It is not fully clear if this policy refers to a new /expanded hospital to the facilities already present, or whether it refers to the hospice facilities. This policy must therefore be considered in light of recent planning decisions which refused planning permission for the new hospice in the park, on environmental grounds. This related to the presence of Annex I Lowland Hay Meadows, and Priority Annex I Orchid Rich Grassland.</p> <p>Given the sensitive habitats in the areas it is essential that any plans for a modern hospital at Merlin Park are supported by robust and detailed site selection to inform decision making. The scale and location of any proposal will need to show at project stage that the proposal can be implemented without adverse impacts on the Annex I habitat.</p>	<p><i>As per mitigation from ER and NIR of draft RSES</i></p> <p><i>Apply overarching environmental regional policy objectives 1 and 3.</i></p> <p><b>Further recommendation:</b> <i>Any such development will be subject to robust site selection and the scale and location of any proposal will need to show at project stage that the proposal can be implemented without adverse impacts on the Annex I habitat.</i></p>
11	NEW	<b>MA4:</b> 11. The Assembly supports the delivery of a strategic Greenway Network for the GTS to include National Dublin to Galway Cycleway, Oranmore to Bearna Coastal Greenway and the Galway to Clifden Greenway (S/M)	As per assessment for Galway City and greenways in the SEA ER and NIR for the draft RSES; no additional likely significant effects.	<p><i>As per mitigation from ER and NIR of draft RSES</i></p> <p><i>Apply overarching environmental regional policy objectives 1 and 3.</i></p>
12	NEW	<b>MA4:</b> 12. The Assembly supports the preparation of a Building Heights Study, a strategy to guide future sustainable development which takes into account the	Overall positive impacts from this RPO as the study is intended to recognise the built environment and its historic character and infrastructure in terms of also promoting	<i>As per mitigation from ER and NIR of draft RSES</i>

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Galway MASP No.	Change Y/N	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
		<p>historic culture and infrastructure features of the city. In developing this strategy, areas of high density will target minimum rates for residential of 50 units/ha. The default rate for other areas will generally be 35 units/ha.</p>	<p>sustainable development. This study should also have regard to the Section 28 Building Height Guidelines in Urban Areas for Local Authorities published in December 2018 and the associated SEA and AA Screening prepared, which sets out the key environmental considerations and assessments which would need to be considered as part of proposals for increased building height e.g. need for landscape/townscape character assessments, consideration of built and cultural heritage, microclimate effects etc. The Guidelines state that appropriate identification and siting of areas suitable for increased densities and height will need to consider the environmental sensitivities of the receiving environment as appropriate, and that the EPA's Environmental Sensitivity Mapping Tool can be a useful tool in this regard.</p> <p>With the implementation of the mitigation in the <i>Building Height Guidelines in Urban Areas for Local Authorities</i> published in December 2018, no additional likely significant effects on European sites.</p>	<p><i>Apply overarching environmental regional policy objectives 1 and 3.</i></p> <p><b>Further recommendations:</b> <i>This objective should include reference to the new Section 28 Building Height Guidelines for Local Authorities.</i></p> <p><b>Further recommendations:</b> <i>he mitigation measures included in the BHG must be implemented through the regional study.</i></p>
13	NEW	<p><b>MA4:</b> 13. The Assembly will support the concept of reverse commuting to encourage the increased and efficient use of resources particularly public transport.</p>	<p>This is a positive policy inclusion which recognises the existing transport resource and aims to increase its efficient use by tiling the existing infrastructure and capacity. Reverse commuting may entail more car travel, as commuters benefit from less traffic flows and delays when driving out of a city for work purposes than commuting in and therefore behavioural change will be an important factor in benefits.</p> <p>This policy is in support of a concept. No LSE on any European site as a result.</p>	<p><b>Further recommendation:</b> <i>This policy would benefit from including a commitment to coordinating and supporting effective communication strategies with relevant stakeholders which aims to increase public awareness of different transport options, and which can encourage behavioural changes to encourage commuters to utilise trains and buses instead of cars.</i></p>

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Galway MASP No.	Change Y/N	Material Amendment Reference and Final RPO Wording	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
N/A	NEW	<p><b>MA5:</b> The MASP is amended to include Moycullen and the area between Moycullen and the MASP boundary delineated in the Draft RSES. The proposed new MASP for Galway is shown on map below:</p>	<p>The Director's Report sets out the considerations for including Moycullen in the MASP area, based on the NPF criteria such as the proportion of commuters into the city and the sharing of a common boundary with the proposed MASP. The Moycullen area is directly adjacent to the Lough Corrib SPA and SAC. The key environmental constraints for the area were previously identified and discussed in the ER and NIR for the draft plan. A map showing the environmental sensitivity for the Moycullen area is included below.</p> <p>No additional likely significant effects.</p>	<p><i>As per mitigation from ER and NIR of draft RSES</i></p> <p><i>Apply overarching environmental regional policy objectives 1 and 3.</i></p>

## 2.3 Assessment of Amendments – New Letterkenny Regional Centre Strategic Plan (MA2)

Material related to Letterkenny has been redrafted and relocated as a material amendment. The redrafted Regional Centre Strategic Plan includes much of the same material from Section 3.6B of the draft RSES including development of Regional Objectives. These are screened/ assessed below. The reader is also advised to review Section 8.2.7.2 of the Environmental Report already prepared and Section 7.9.2 of the NIR already prepared for relevant information on environmental sensitivities including European sites within the zone of influence. The reader is also advised to review the mitigation measures relevant to infrastructure and land use planning generally and Letterkenny specifically in both documents.

RPO Ref.	Material Amendment Reference and Final Regional Objective	Change	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
RGCO 1	<b>MA2:</b> To grow Letterkenny to a Regional Centre of approximately 28,000 by 2040.	NEW	The stated growth is approximately in line with the NPF growth targets for towns greater than 10,000. The Letterkenny RGCP contains no references to heritage, circular economy, protecting ecosystems and natural capital, or climate change adaptation - all references which were previously included as part of objectives or in the text preamble to the objectives in the previous draft version of the RSES. In its current form, the Letterkenny plan does not acknowledge any of the environmental sensitivities of the area which include the presence of the Lough Swilly SAC and SPA within the town. There are also a number of architectural and archaeological heritage features in and around the town. The ER and NIR have presented considerable information on the environmental sensitivities for Letterkenny however none of this has been reflected in the amended proposal. Section 7.9.2 of the NIR and Section 8.2.7.2 of the ER have assessed the implications of growth and development in Letterkenny as a RGC.	<p><i>As per mitigation from ER and NIR of draft RSES.</i></p> <p><b>Further recommendation:</b> <i>The Letterkenny RGCP reinstate references to sustainable development and natural capital protection and conservation.</i></p> <p><b>Further recommendation:</b> <i>Develop quality of life criteria to assist in delivery of this RPO.</i></p>
RGCO 2	<b>MA2:</b> To grow the number of jobs in Letterkenny to approximately 16,000 by 2040.	NEW	As per previous overall assessment for Letterkenny; no additional likely significant effects.	<i>As per mitigation from ER and NIR of draft RSES</i>

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RPO Ref.	Material Amendment Reference and Final Regional Objective	Change	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
RGCO 3	<b>MA2:</b> To ensure that at least 40% of all newly developed lands (Residential, Enterprise & Employment) are within the existing built up envelope of Letterkenny & its environs.	NEW	As per previous overall assessment for Letterkenny; no additional likely significant effects.	<i>As per mitigation from ER and NIR of draft RSES</i>
RGCO 4	<b>MA2:</b> To provide an additional 3,000 - 4,000 residential units within Letterkenny to facilitate the growth as set out at No.1, above.	NEW	As per previous overall assessment for Letterkenny; no additional likely significant effects.	<i>As per mitigation from ER and NIR of draft RSES.</i>
RGCO 5	<b>MA2:</b> The Assembly supports the retention of existing agricultural land within the RCSP boundaries and only in exceptional circumstances with it support the development of new residential or commercial uses on unserviced greenfield sites.	NEW	<p>The NPF clearly establishes the need to coordinate land use zoning, infrastructure and services (NPO 67) and to prioritise lands appropriately (NPO 68). Furthermore, it promotes development on infill and brownfield over greenfield.</p> <p>Development on un-serviced lands has the potential to lead to significant negative effects on the receiving environment. This occurs particularly through the pathway of water, where insufficient WwT capacity exists and air where development is overly reliant on private vehicles.</p> <p>There is a need for the phasing of future development to ensure that services are in place in advance of, or rolled out in tandem with, development of brownfield and greenfield lands if environmental degradation is to be avoided.</p> <p>The policy as presented does not offer information on what constitutes an exceptional circumstance. It is therefore vague and open to interpretation with associated risk to environmental receptors including AQ, W, S BFF, LandS.</p>	<p><b>Further recommendation:</b> <i>The policy should be rewritten to clarify what are considered to be exceptional circumstances.</i></p> <p><i>Furthermore, it should remove the reference to any support of new commercial / residential uses on un-serviced greenfield sites.</i></p>
<i>Other Text</i>	<b>MA2:</b> Delivering 4,000 new homes – How can this be achieved. measures include: 1. Ensuring the Zoned Lands are delivered sequentially in a phased basis, providing for compact and inclusive places.	NEW	Phased development is broadly positive, particularly for PHH, MA, W and BFF as to development will be phased to match projected demand. This is critical for ensuring the carrying capacity of the receiving environment is not exceeded. The inclusion of mixed use	<b>Further recommendation:</b> <i>Amend to state “support delivery.....subject to planning and appropriate</i>

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RPO Ref.	Material Amendment Reference and Final Regional Objective	Change	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
	<p>2. To ensure that within the extended Town Centre area, that a mix of residential accommodation is included within mixed use developments, which cater for a wide variety of needs, including students, and smaller family units / single occupancy apartments based upon the housing needs of the town.</p> <p>3. In the medium term to ensure the Southern Relief Road (Part of the Ten-T at Leck/Scribley) enables a greater extent of new residential growth to the South of the River Swilly, with enhanced links to the Town Centre, through a new crossing of the Swilly, and a new neighbourhood focal point.</p>		<p>development is neutral for most environmental receptors and positive for PHH as it caters to varying needs.</p> <p>In relation to the TEN-T network, while there is existing infrastructure in place which to a degree limits the scale of impact, upgrades may include widening, on- and offline extensions etc. and as such these have the potential for direct habitat loss, deterioration in water quality, increased emissions to air, changes in hydrology and hydrogeology as a result of construction. Of significance is the sensitivity of the estuary and coastline to the east of Letterkenny in terms of European and national sites designated for habitats and species of interest. There is potential for LSE in this regard.</p> <p>Until such time as it can be established that routes / project solutions can avoid adverse effects on the integrity of any European sites, alone or in combination, the policy to deliver cannot be realised.</p>	<p><i>environmental assessment."</i></p> <p><b>Further recommendation:</b>  <i>Develop quality of life criteria to assist in delivery of this RPO</i>  <i>As per mitigation from ER and NIR of draft RSES.</i></p>
RGCO 6	<b>MA2:</b> To develop a Town Centre Living Scheme within 3 years of the adoption of the RSES, and to ensure the main findings of this Scheme are implemented by 2025.	NEW	As per previous overall assessment for Letterkenny; no additional likely significant effects.	<i>As per mitigation from ER and NIR of draft RSES.</i>
RGCO 7	<b>MA2:</b> To deliver a Masterplan, in Urban Regeneration & Linkages between the Main Street Area, and the New Retail Park within 4 years of the adoption of the RSES, ensuring this Masterplan is delivered and implemented by 2027.	NEW	As per previous overall assessment for Letterkenny; no additional likely significant effects.	<p><b>Further recommendation:</b> <i>The Masterplan should be subject to SEA, AA and FRA screening.</i></p> <p><i>As per mitigation from ER and NIR of draft RSES</i>  <i>Apply overarching regional policy objectives 1 and 3.</i></p>

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RPO Ref.	Material Amendment Reference and Final Regional Objective	Change	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
RGCO 8	<b>MA2:</b> To expand Letterkenny’s bed-night capacity, and overall Tourist Offer as a Destination Town serving the Northern Headlands of the WAW.	NEW	As per previous overall assessment for Letterkenny; no additional likely significant effects.	<i>As per mitigation from ER and NIR of draft RSES</i>
RGCO 9	<b>MA2:</b> To consolidate existing neighbourhoods (hereinunder listed) through a series of targeted measures. Town Centre, Glebe / Kiltoy, Lisnennan, Carnamuggagh, Glencar Scotch, Glencar Irish, Ballymacool & Oldtown.	NEW	As per previous overall assessment for Letterkenny; no additional likely significant effects.	<i>As per mitigation from ER and NIR of draft RSES</i>
RGCO 10	<b>MA2:</b> To deliver the entire Ten-T network solution for Donegal & Letterkenny by 2028, including the N-56 Link, and the Southern Relief Road (Leck Road), the N-14 Manorcunningham – Lifford. & N-13 Letterkenny Bridgend.	NEW	<p>In relation to the TEN-T network, while there is existing infrastructure in place which to a degree limits the scale of impact, upgrades may include widening, on- and offline extensions etc.</p> <p>Section 7.9.2 of the NIR outlines the environmental sensitivities and impact pathways of relevance for Letterkenny. Of significance is the sensitivity of the estuary and coastline to the east of Letterkenny in terms of European and national sites designated for habitats and species of interest. The delivery of the Ten-T network has the potential for LSE on these designated areas. Pathways for impact include:</p> <ul style="list-style-type: none"> <li>Habitat loss, destruction and / or disturbance;</li> <li>Species disturbance;</li> <li>Decreased water quality in receiving surface and groundwater bodies.</li> </ul> <p>In-combination impacts with other key growth factors.</p> <p>Policy wording in the RSES shall recognise that at plans including lower tier plans and projects identified as having potential to adversely impact European sites are required to adhere to the requirements of Article 6 of the Habitats Directive, to ensure no adverse impact on the integrity of European Sites.</p>	<p><b>Further recommendation:</b> <i>Amend to state “support delivery subject to planning and appropriate environmental assessment.”</i></p> <p><b>Further recommendation:</b> <i>Develop quality of life criteria to assist in delivery of this RPO</i> <i>As per mitigation from ER and NIR of draft RSES.</i></p>
RGCO 11	<b>MA2:</b> To facilitate the expansion of the LYIT Campus.	NEW	As per previous overall assessment for Letterkenny; no additional likely significant effects.	<i>As per mitigation from ER and NIR of draft RSES</i>

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RPO Ref.	Material Amendment Reference and Final Regional Objective	Change	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
RGCO 12	<p><b>MA2:</b> To prepare (within 2 years of the adoption of the RSES), a Local Transport Plan (LTP) for Letterkenny, which will include a multi-modal focus, and Public Transport roadmap.</p>	NEW	<p>As noted elsewhere in the previous assessment in relation to LTPs in general, LTPs should be subject to SEA and AA to ensure sustainable options are proposed at the strategic level (application of the OERPO1).</p>	<p><i>As per mitigation from ER and NIR of draft RSES</i>  <i>Apply overarching regional policy objectives 1 and 3.</i>  <b>Further recommendation:</b> <i>All developments should be subject to robust site/route selection and appropriate environmental assessment.</i>  <b>Further recommendation:</b> <i>Improvements in integrated transport networks should favour alternative fuels and low carbon alternatives.</i></p>
RGCO 13	<p><b>MA2:</b> To develop a dedicated &amp; integrated cycle network around Letterkenny, including the creation of a Greenway along the line of the River Swilly to offer residents a viable alternative to car based journeys.</p>	NEW	<p>This policy has the potential for LSE on a European site.  The provision of cycleways and greenways while generally positive in reducing potential air pollution and curbing GHG emissions, it is noted that Lough Swilly SPA is located along the east of the Letterkenny strategic plan boundary, and there are potential negative impacts from disturbance to birds in these European sites as a result of increased visitor pressure and provision of supporting amenities and infrastructure. Some proposals may give rise to indirect long-term negative impacts particularly in the context of SCI species of Lough Swilly SPA.</p>	<p><b>Further recommendation:</b> <i>Given the sensitivity of the area in the context of SCIs related to the European sites, this policy should be removed. As a minimum the policy wording in the RSES shall recognise that if such a proposal is found at project stage to have potential to adversely impact European sites it shall not proceed.</i>  <b>Further recommendation:</b> <i>It is</i></p>

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RPO Ref.	Material Amendment Reference and Final Regional Objective	Change	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
				<i>further recommended that the policy reflects the need for a feasibility study to establish first if such a greenway along the Swilly river can be accommodated without adverse effects on the integrity of the associated European sites. This should precede any commitment to develop the greenway.</i>
RGCO 14	<b>MA2:</b> To deliver a multi-purpose Public & Private Regional Transport Hub within the Town Core of Letterkenny to serve County Donegal & the wider Region.	NEW	Section 7.9.2 of the NIR and Section 8.2.7.2 of the ER outline the environmental sensitivities and impact pathways of relevance for Letterkenny. The development of sustainable and active travel modes will have a direct positive impact on PHH, MA, AQ and CF by reducing emissions from the transport sector and through promoting sustainable modes. Development of linear infrastructure or sites for hubs has the potential for negative impacts on environmental receptors, and the general mitigation proposed for Letterkenny previously still applies.	<i>As per mitigation from ER and NIR of draft RSES Apply overarching regional policy objectives. <b>Further recommendation:</b> All developments should be subject to robust site/route selection and appropriate environmental assessment. <b>Further recommendation:</b> Improvements in integrated transport networks should favour alternative fuels and low carbon alternatives.</i>
RGCO 15	<b>MA2:</b> To carry out a feasibility study which investigates the potential & viability of a Rail Link between Letterkenny & Derry in future decades.	NEW	This is a welcome objective to investigate feasibility and viability of this rail link. No likely significant effects on any European sites from the study.	<i>None</i>

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RPO Ref.	Material Amendment Reference and Final Regional Objective	Change	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
RGCO 16	<b>MA2:</b> To deliver the Letterkenny Social Enterprise Centre and associated improved access to lands to the West of Neil T Blaney Road, as part of a wider Urban Regeneration project.	NEW	Supporting the regeneration of sites is broadly positive from a built environment perspective and also indirectly to CH and LandS, where regeneration may improve the public space. Regeneration of sites provides the opportunity to manage uncontrolled run-off and/ or contamination issues are generally improved upon resulting in positive impacts to BFF, LS and W. There are potential negative impacts for BFF, LS and W where regeneration or infill development results in emissions to water or the generation of contaminated material from brownfield sites.  This is particularly significant in the current RPO as the lands in question are in proximity to the River Swilly which provides a direct pathway to the Lough Swilly SPA and SAC European sites. There is therefore potential for adverse effects. As such, proposals for redevelopment must establish that there is no adverse effect on the site integrity before proceeding.	<i>As per mitigation from ER and NIR of draft RSES</i> <i>Apply overarching regional policy objectives.</i> <b>Further recommendation:</b> <i>All developments should be subject to robust site/route selection and appropriate environmental assessment.</i>
<i>Other Text</i>	<b>MA2:</b> It will be vital that given the significant growth in tourist numbers visiting Ireland, and the potential to grow significantly the figures travelling on the Northern Half of the WAW, that Letterkenny continues to grow its offer as a Regional Centre of Scale to host, and support visitors across all of North Donegal. In order to do this, a number of Objectives need to be progressed in the short to medium term:  1. Provide sufficient zoned lands to ensure additional Hotels, and Tourist Accommodation can be accommodated within reach of the Town Centre. 2. To Provide a Regional Transport Hub within Walking Distance of the Town Centre, so as to	NEW	While tourism has very significant potential to contribute to the economic wellbeing of a region it must apply a robust sustainability model if it is to avoid negatively impacting the receiving environment. Direct and indirect positive impacts are anticipated for PHH and MA as a result of economic development associated with tourism offerings. There is potential for direct and indirect short to long term impacts on BFF, W, LS, LandS, and CH particularly where visitor pressure is unchecked and exceeds the environmental carry capacity for the area. This may relate to increased seasonal demands on water and wastewater infrastructure, habitat and feature disturbance from trampling, land use change, habitat loss and disturbance of species, deterioration of air and	<i>As per mitigation from ER and NIR of draft RSES</i> <i>Apply overarching environmental regional policy objectives.</i> <b>Further recommendation:</b> <i>All developments will be subject to robust site/route selection and appropriate environmental assessment.</i> <b>Further recommendation:</b> <i>Visitor Experience Development</i>

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RPO Ref.	Material Amendment Reference and Final Regional Objective	Change	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
	<p>ensure onward Journeys (WAW &amp; Glenveagh NP etc.) are within easy reach of the majority of Hotel Accommodation.</p> <p>3. To ensure the advancement of the Letterkenny – Burtonport Greenway Project, along the Disused Donegal Rail Line.</p> <p>4. To further enhance Public Realm Offer within Letterkenny to enhance visitor experience.</p>		<p>water quality from associated infrastructure such as car parks, transport hubs, hotels etc.</p> <p>Policies which promote Letterkenny as an amenity and tourist destination will have both positive and negative impacts for European sites. Some tourism activities may give rise to indirect long-term negative impacts particularly in the context of SCI species of Lough Swilly SPA. The provision of cycleways and greenways is generally positive in reducing potential air pollution and curbing GHG emissions, however Lough Swilly SPA is located along the east of the Letterkenny strategic plan boundary, and there are potential negative impacts from disturbance to birds in these European sites as a result of increased visitor pressure and provision of supporting amenities and infrastructure.</p> <p>It is noted that the WAW underwent SEA and AA in acknowledgement of the potential for impacts from such focussed tourism offerings on a sensitive receiving environment. It is considered appropriate that the proposed enhancements and intensification of tourism offerings from Letterkenny need similar level of consideration to inform sustainable development of tourism in the region. This may be done as a separate tourism strategy or a modification of the WAW proposal in consultation with Failte Ireland and other stakeholders.</p>	<p><i>Plans will require AA will specifically include a clear plan to avoid adverse effects on the integrity of European sites within the zone of influence of the plan including specific consideration of how supporting infrastructure like car parks and shops can influence the level of pressure on habitats and species the immediate vicinity.</i></p> <p><b>Further recommendation:</b> <i>Modifications to the Wild Atlantic Way strategy will require SEA / AA.</i></p> <p><b>Further recommendation:</b> <i>NWRA will support Local Authorities in the developing specific monitoring protocols for visitor pressure to ensure that tourism activities are maintained within sustainable limits for the European sites in the region</i></p>

## 2.4 Assessment of Amendments – New Athlone Regional Centre Strategic Plan (MA2)

Section 3.6D – Athlone Regional Centre has been redrafted and relocated as a material amendment. The redrafted Regional Centre Strategic Plan includes much of the same material from Section 3.6D of the draft RSES, including an updated list of Regional Objectives. These are screened/assessed below. The reader is also advised to review Section 8.2.7.2 of the Environmental Report already prepared and Section 7.9.4 of the NIR already prepared for relevant information on environmental sensitivities including European sites within the zone of influence. The reader is also advised to review the mitigation measures relevant to infrastructure and land use planning generally and Athlone specifically in both documents.

Existing Regional Objective	Change Y/N	Material Amendment Reference and Final Regional Objective	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
Provide a public park and a riverside walk (Cross river) in Monksland.	Y	<b>MA2:</b> Support the provision of a public park in Monksland with sustainable transport links along the Cross River	Minor rewording; in addition to the previous assessment the additional reference to sustainable transport links along the cross river is noted here. An impact pathway exists through the Cross River to the downstream Shannon Callows SAC and SPA with potential for adverse effects. The Callows SAC is designated for a number of habitats including meadows, limestone pavement and alluvial forest and also for Otter. Transport links, even sustainable transport links have the potential to directly negatively impact on these QI through habitats loss, disturbance or degradation and species disturbance in relation to otter. There are a significant number of special conservation interest (SCI) bird species also listed for the Mid Shannon Callows SPA which could be negatively impacted by disturbance, loss of	<p><b>Further recommendation:</b> A specific feasibility study is required to determine the nature of a sustainable transport link that could be accommodated without adverse effects on the QI or SCI associated with the downstream European sites. Only having ascertained that an option(s) exists which would not give rise to adverse effects on the site integrity of the downstream SAC/SPA (or any others with an impact pathway) should such a proposal be developed.</p> <p><b>Further recommendation:</b> Apply the overarching environmental regional policy objectives from the draft RSES.</p> <p><b>Further recommendation:</b> The development should be subject to robust site/route selection and appropriate environmental assessment.</p>

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Existing Regional Objective	Change Y/N	Material Amendment Reference and Final Regional Objective	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
			feeding/resting areas along the Cross River etc.	<b>Further recommendation:</b> Apply all mitigation already proposed for Athlone.
Support the proposal to have Athlone IOT designated as a Technological University.	Y	<b>MA2:</b> Support the proposal to make AIT a Technological University	Minor rewording; no changes to previous assessment and no additional likely significant effects.	<b>Further recommendation:</b> Apply the overarching environmental regional policy objectives from the draft RSES. <b>Further recommendation:</b> All development should be subject to robust site/route selection and appropriate environmental assessment. <b>Further recommendation:</b> Apply all mitigation already proposed for Athlone.
Support the integrated provision of infrastructure to achieve the growth outlined within the strategy.	Y	<b>MA2:</b> Support the integrated provision of the infrastructure projects identified in this section.	Minor rewording; no changes to previous assessment and no additional likely significant effects.	<b>Further recommendation:</b> Apply all mitigation already proposed for Athlone.
Support the promotion of Athlone as a designated centre in the development of Hidden Heartlands.	Y	<b>MA2:</b> Support the promotion of Athlone as a destination centre for the development of Hidden Heartlands including the development of a Wilderness Park Project based around Lough Ree.	Rewording, with the addition of a Wilderness Park Project for Lough Ree. More generally there is potential for positive impacts for PHH, MA from increased tourism in the area subject to sustainable growth which keeps pace with service capacity and carrying capacity of the receiving environment. Lough Ree is designated as both an SAC and an SPA. As such there is potential for adverse effects from the development of a wilderness park in the area. The sources of	<b>Further recommendation:</b> The RPO should clearly reference sustainable development. <b>Further recommendation:</b> A commitment is required to develop a dedicated plan for the proposed Hidden Heartlands including a wilderness park in line with the WAW model already in operation. <b>Further recommendation:</b> Furthermore in line with the standards already set through the development of the WAW, an SEA and AA will be required to inform the Hidden Heartlands Plan. Anything

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Existing Objective	Regional	Change Y/N	Material Amendment and Final Regional Objective	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
				<p>impact include disturbance to key species from noise and increased visitor pressure; deterioration in air quality from increased vehicular access to the area; decrease in water quality from increased pressures on WWT capacity, spread of invasive species such as zebra mussel and habitat loss or disturbance from provision of supporting services. There is also significant potential for effects arising from in combination impacts from abstractions, agriculture and tourism ventures around the Lough. Given the sensitivity of the receiving environment and the pathways for impact the proposal requires a commitment to SEA and AA of a dedicated plan for same, in line with the standards already set through the development of the WAW. Anything less would signal a lower standard of stewardship for the cultural and natural asset.</p>	<p><i>less would signal a lower standard of stewardship for the cultural and natural asset.</i></p> <p><b>Further recommendation:</b> <i>Apply the overarching environmental regional policy objectives from the draft RSES.</i></p> <p><b>Further recommendation:</b> <i>All development should be subject to robust site/route selection and appropriate environmental assessment.</i></p> <p><b>Further recommendation:</b> <i>Apply all mitigation already proposed for Athlone.</i></p>
Support the preparation of a joint retail Strategy as set out in the Retail Planning Guidelines.		Y	<b>MA2:</b> Support the preparation of a joint retail strategy as set out in the Retail Planning Guidelines 2012.	Minor text addition; no changes to previous assessment and no additional likely significant effects.	<b>Further recommendation:</b> <i>Apply all mitigation already proposed for Athlone</i>
Support the provision of integrated signage which will identify Athlone as a single settlement.		Y	<b>MA2:</b> Support the provision of integrated signage to promote Athlone as a single clearly identifies entity.	Minor rewording; no changes to previous assessment and no additional likely significant effects.	<b>Further recommendation:</b> <i>Apply all mitigation already proposed for Athlone</i>
		NEW	<b>MA2:</b> Support the preparation of a joint Urban Area Plan to develop concepts and objectives	This policy on cross-boundary collaboration between local authorities for a joint Urban Area Plan is broadly neutral to positive	<b>Further recommendation:</b> <i>The UAP should explicitly consider potential for impact pathways in</i>

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Existing Objective	Regional	Change Y/N	Material Amendment Reference and Final Regional Objective	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
			identified in this Regional Centre Strategic Plan	<p>across environmental receptors as it promotes coordination and collaboration across local authority boundaries.</p> <p>While the preparation of the Joint Area Plan will not give rise to likely significant effects on any European sites it is acknowledged that the majority of the settlements and the associated populations occur within relative proximity of one or more European sites. As such this needs to be a specific consideration in the plan.</p>	<p><i>relation to European sites and the potential for ex-situ impacts.</i></p> <p><b>Further recommendation:</b> <i>The UAP should be subject to screening for SEA and AA.</i></p> <p><b>Further recommendation:</b> <i>Apply all mitigation already proposed for Athlone</i></p>
		NEW	<b>MA2:</b> Support the phased development of lands identified in the RSES for residential and employment uses.	<p>This RPO is broadly positive, particularly for PHH, MA, W and BFF as to development will be phased to match projected demand. This is critical for ensuring the carrying capacity of the receiving environment is not exceeded. It is noted that Athlone has significant areas of flood risk, with current land zonings located in flood zones.</p> <p>As previously identified for Athlone in both the ER and NIR, there are pathways for impact to adjacent and downstream European sites through: habitat loss and disturbance, species disturbance, changes to water and air quality, spread of invasive species etc. Phased development must be explicitly linked with provision of adequate services to offset the potential for adverse effects on site integrity.</p>	<p><b>Further recommendation:</b> <i>The RFRA states that the areas within lands zoned future residential and commercial developments identified within the predicted Flood Zone A &amp; B require site specific flood risk assessments to ensure no adverse flood risk impacts. The Justification Test applies to applications for future residential and commercial development.</i></p> <p><b>Further recommendation:</b> <i>the new RPO should be explicitly linked to provision of adequate services.</i></p> <p><b>Further recommendation:</b> <i>Apply the overarching environmental regional policy objectives from the draft RSES.</i></p> <p><b>Further recommendation:</b> <i>All development should be subject to robust site/route selection and appropriate environmental assessment.</i></p>

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Existing Objective	Regional	Change Y/N	Material Amendment Reference and Final Regional Objective	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
					<b>Further recommendation:</b> Apply all mitigation already proposed for Athlone.
		NEW	<b>MA2:</b> Support the implementation of the Athlone Waterfront Strategy 2011	<p>The Athlone Waterfront Study sets out the historical character of the lands either side of the River Shannon within the town, and details the existing zoning and land uses. It sets out strategic objectives for identifying areas for historic conservation, but also areas for economic development and improving accessibility, and for considering amenity potential.</p> <p>The study area for this study is noted to encompass areas of flood risk and Flood Zones A and B which become more extensive north and south of the town boundary along the Shannon. As such, the recommendations of the RFRA in particular will apply to this waterfront area and should be referenced as part of the policy to ensure sustainable development of this area, and are included adjacent for reference.</p> <p>While the section of the River Shannon within the town is not part of an SAC/SPA designation the Shannon directly north and south adjacent to the town boundary within the Waterfront Study area is part of European site and provides a direct pathway for impact. It is acknowledged that the study</p>	<p><b>Further recommendation:</b> The Athlone Waterfront Strategy should be updated following a plan specific AA.</p> <p><b>Further recommendation:</b> The areas within lands zoned future residential and commercial developments identified within the predicted Flood Zone A &amp; B require site specific flood risk assessments to ensure no adverse flood risk impacts. The Justification Test applies to applications for future residential and commercial development.</p> <p><b>Further recommendation:</b> Apply the overarching environmental regional policy objectives from the draft RSES.</p> <p><b>Further recommendation:</b> All development should be subject to robust site/route selection and appropriate environmental assessment.</p> <p><b>Further recommendation:</b> Apply all mitigation already proposed for Athlone.</p>

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Existing Objective	Regional	Change Y/N	Material Reference and Final Regional Objective	Amendment and Final	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
					<p>directly addresses the presence of these sites and provides specific recommendations to be adhered to in relation to protection of habitats although there is limited discussion in relation to species [QI or SCI]. Given the ecological sensitivities associated with the designations it is recommended that the strategy is revisited and updated to reflect the outcome of a specific AA process which more robustly addresses all possible impact pathways and includes habitat and species mitigations.</p>	
		NEW	<p><b>MA2:</b> Support the upgrading of the Water Supply System and the Sewage Treatment System (including a Drainage Area Plan) to meet the growth targets set in this strategy.</p>	<p>This is a positive policy for PHH and MA in particular as it will improve the level of service available and improve the water and waste water quality to the receiving environment. Athlone is an EPA Priority Urban Area and the receiving River Shannon is at Poor Ecological Status. As such, this RPO is anticipated to have positive impacts for PHH, W and BFF as a result of improvements in water quality.</p> <p>Construction of associated infrastructure has potential for temporary negative effects from site clearance, and construction and these will need to be addressed for ay planning application in due course.</p> <p>It is noted that Irish Water state they are currently at planning</p>	<p><b>Further recommendation:</b> Apply the overarching environmental regional policy objectives from the draft RSES.</p> <p><b>Further recommendation:</b> All development should be subject to robust site/route selection and appropriate environmental assessment.</p> <p><b>Further recommendation:</b> Apply all mitigation already proposed for Athlone.</p> <p><b>Further recommendation:</b> The NWRA should work with Irish Water and the relevant Local Authorities to ensure that existing treatment issues are addressed in the first instance and that sufficient</p>	

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Existing Objective	Regional	Change Y/N	Material Amendment Reference and Final Regional Objective	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
				preparation stage on a project to provide a new treatment plant for Athlone at Killinure Lough to deal with current issues with treatment.	<p><i>headroom is developed ahead of population growth to ensure the quality of the receiving environment is improved and maintained.</i></p> <p><b>Further recommendation:</b> Any upgrading of the Water Supply System and the Sewage Treatment System will be subject to EIA and AA.</p>
		NEW	<b>MA2:</b> Promote Athlone as a sustainable transport hub, of national and regional importance. The regional centre shall become a fulcrum for multi model transport facilities and services.	The development of sustainable and active travel modes will have a direct positive impact on PHH, MA, AQ and CF by reducing emissions from the transport sector and through promoting sustainable modes. Development of linear infrastructure or sites for hubs has the potential for negative impacts on environmental receptors, and the general mitigation proposed for Athlone previously still applies and is included adjacent for reference.	<p><b>Further recommendation:</b> Apply the overarching environmental regional policy objectives from the draft RSES.</p> <p><b>Further recommendation:</b> All development should be subject to robust site/route selection and appropriate environmental assessment.</p> <p><b>Further recommendation:</b> Apply all mitigation already proposed for Athlone.</p>
Support the development of lands zoned for residential development in Monksland/ Bealnamulia.		Y	<b>MA2:</b> N/A	This has been removed as an RO and now appears in the narrative under 3.6D3 (B) Enterprise and Employment Uses. As per assessment already presented in ER and NIR.	<i>As per mitigation already presented in ER and NIR.</i>
Support the continued development of Monksland as an employment centre.		Y	<b>MA2:</b> N/A	This has been removed as an RO and now appears in the narrative under 3.6D3 (B) Enterprise and Employment Uses.	<i>As per mitigation already presented in ER and NIR.</i>

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Existing Objective	Regional	Change Y/N	Material Reference and Final Regional Objective	Amendment and Final	SEA / AA / FRA Screening and Assessment of Proposed Amendments to Draft RSES	Mitigation
					As per assessment already presented in ER and NIR.	
Support the provision of a new pedestrian and cycle bridge across the Shannon.		Y	<b>MA2:</b> N/A		This has been removed as an RO and now appears in the narrative under 3.6D5 Infrastructure. As per previous assessment under the ER and NIR. As per assessment already presented in ER and NIR.	<i>As per mitigation already presented in ER and NIR.</i>