

# Draft Westmeath County **Development Plan** **2021 - 2027**

Volume 1  
Written Statement

## **Format of Proposed Amendments Report**

### **Volume 1 Written Statement**

Proposed Amendments to the Draft Westmeath County Development Plan 2021-2027.

### **Volume 2 Book of Maps**

Proposed Amendments to Settlement Plans for Towns & Villages.

These Amendments will be presented in a separate document.

### **Volumes 3-5 SEA, AA & SFRA ADDENDUM**

Proposed Amendments to Volume 3 Strategic Environmental Assessment, Volume 4 Natura Impact Report and Volume 5 Strategic Flood Risk Assessment.

These Amendments will be presented in a separate document.

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## 1. Introduction

The Draft Westmeath Development Plan 2021 – 2027 was placed on public display from 28<sup>th</sup> February 2020 until 5<sup>th</sup> May 2020. This consultation period was, however, further extended up until 30<sup>th</sup> June 2020 due to the Covid-19 Pandemic.

A total of 158 submissions and observations were received during the prescribed period in response to this stage of public consultation. In accordance with the requirements of Section 12(4)(b) of the Planning and Development Act 2000 (as amended), a Chief Executive’s Report was prepared, which summarised and detailed the submissions received on the Draft Development Plan and provided the response and recommendations of the Chief Executive to the issues raised.

The Elected Council Members, having considered the Draft Westmeath Development Plan 2021-2027 and the Chief Executive’s Report on submissions received, resolved, following Council meetings dated 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup> and 24<sup>th</sup> November 2020, to amend the Draft Westmeath Development Plan. These proposed amendments, if made, constitute a material alteration to the Draft Westmeath Development Plan 2021-2027. Accordingly, the Council resolved to place the proposed amendments on public display for a period of not less than 4 weeks, in accordance with Section 12(7)(b) of the Planning and Development Act 2000 (as amended).

### 1.1 Proposed Amendments to the Draft Westmeath Development Plan 2021-2027

This document is accompanied by amendments to the maps contained in Volume 2 Book of Maps. Volumes 3-5 contain the SEA, AA and SFRA Screening of the proposed amendments to the Draft Westmeath Development Plan 2021-2027. An SEA Environmental Report and Screening Determination (which includes information on the likely significant effects on the environment of implementing the proposed amendment) and an AA Screening Report and AA Determination have been undertaken, in order to inform and assist the public and other interested parties in consideration of the proposed amendments to the Draft Westmeath Development Plan.

Written observations or submissions submitted during the consultation period, regarding the proposed amendments and the likely significant effects on the environment of their implementation will be taken into consideration before the making of the Westmeath County Development Plan 2021 - 2027.

After the consultation period ends, the Chief Executive will prepare a report on all submissions and observations received during the prescribed period and submit the report to the Elected Members for their consideration. Having considered the Proposed Amendments to the Draft Plan and the Chief Executive’s Report on submissions received, the Elected Members may, by resolution, make the Westmeath Development Plan 2021-2027 with or without amendment (of a non-material nature).

### 1.3 How to Make a Submission/Observation

Written observations or submissions regarding the **proposed amendments only** must be received between:

15<sup>th</sup> December 2020 and by 5:00pm on 20<sup>th</sup> January 2021, either;

- Online at:  
<https://consult.westmeathcoco.ie/en/consultation/draft-westmeath-county-development-plan-2021-2027>

Or

- In writing to:  
Administrative Officer, Forward Planning, Westmeath County Council, Civic Offices, Mount Street, Mullingar, Co. Westmeath, N91 FH4N

Submissions/observations to be made by **one** medium only and should include:

- Proposed Amendment(s) **Reference Number(s)** as shown in the document
- Full Name & Address of person making submission/observation
- Details of organisation/community group/company which you represent where relevant.

Please note that submissions that do not relate to a proposed amendment, cannot be taken into consideration.

### 1.4 How this Document is Organised

#### Written Statement

Proposed amendments to the text of the Draft Plan are assigned a Reference Number and their location in the Draft Westmeath County Development Plan 2021-2027 is referenced where applicable (references to page numbers are to the Draft Westmeath County Development Plan page number).

The proposed amendments to the Written Statement of the Draft Westmeath County Development Plan 2021-2027 are set out in this document. The text of the Draft Westmeath County Development Plan 2021-2027 is shown in normal font.

**Additions** to the text are shown in green print, for example:

#### Reference Number: Proposed Amendment CE OPR 1.4

Update CPO 3.13 of the plan as follows:

Support the ongoing monitoring and review of the HNDA, **over the lifetime of the Plan**, in conjunction with the Department of Housing, Planning and Local Government **having consideration to the outcomes of any revised Development Plan Guidelines**, and where appropriate, take any steps considered necessary to align with the approach set out in these guidelines.

**Deletions** to the text are shown in red print with strikethrough, for example:

**Reference Number: Proposed Amendment CE OPR 1.25**

Delete CPO 8.103 of the plan as follows:

~~Support the construction of a link road between the Killucan Road L1015 and the roundabout at the junction of the R446-2 and N4-1120, thereby creating a bypass of the Main Street, Kinnegad (See Map 7).~~

**Volume 2 Book of Maps**

The proposed Amendments to the maps of the Draft Westmeath Development Plan 2021- 2027 are set out in a separate Volume 2 Book of Maps.

**Volumes 3-5 SEA, AA & SFRA**

An Addendum to the Strategic Environmental Assessment, Natura Impact Report and the Strategic Flood Risk Assessment includes proposed amendments to these respective documents and is set out in a separate accompanying document.

## 2. Chapters

### 2.1 Chapter 1 Introduction

Chapter 1		
Proposed Amendment CH 1.1		
Section:	Heading	Page No.
1.1	Introduction	2

Insert addition text under Section 1.1 of the plan as follows:

The Draft Westmeath County Development Plan 2021-2027 sets out the Council's proposed policies and objectives for the development of the County over the Plan period. **In this regard the CPO's listed in the Plan constitute the policies and objectives of the Plan.** The Development Plan seeks to develop and improve, in a sustainable manner, the social, economic, environmental and cultural assets of the County.

Chapter 1		
Proposed Amendment CH 1.2		
Section:	Heading	Page No.
1.5	Legislative Context	8

Insert reference to both the National Strategic Outcomes (NSOs) of the NPF and the Regional Strategic Outcomes (RSOs) of the RSES under Section 1.5 of the plan.

#### 1.5 Legislative Context

This plan should be read in the hierarchical context of legislation and plans that exist at International, National and Regional level. Since the adoption of the Westmeath County Development Plan 2014 – 2020 there have been significant developments at national and regional level in terms of strategic economic and planning policy - in particular, the publication of the National Planning Framework – Ireland 2040 (NPF), the National Development Plan 2018-2027 (NDP) and the Regional Spatial and Economic Strategy (RSES) for the Eastern & Midland Regional Assembly (EMRA) 2019 – 2031.

- **The National Planning Framework (NPF)**

The NPF is the overarching planning policy for the state (published in February 2018 under Project 2040) and contains ten National Strategic Outcomes and 75 National Policy Objectives. This planning framework sets out where development and investment should be guided to shape the national, regional and local spatial development in economic, environmental and social terms to 2040. **The ten shared goals or National Strategic Outcomes prescribed in the NPF are as follows:**



Figure 1.2 National Strategic Outcomes of the National Planning Framework, NPF Pg. 13

- **The Regional Spatial and Economic Strategy (RSES) Eastern & Midland Regional Assembly (EMRA) 2019**

The principal statutory purpose of the RSES is to support the implementation of Project Ireland 2040 and the economic policies and objectives of the Government by providing a long-term strategic planning and economic framework for the development of the Eastern and Midland Region. **The development of Regional Strategic Outcomes in the RSES is also closely aligned and supportive of both the NSO's prescribed in the NPF and the UN Sustainable Development Goals as indicated below:**



 **SUSTAINABLE DEVELOPMENT GOALS**



Figure 1.3 Regional Strategic Outcomes, EMRA RSES, Pg. 21

## 2.2 Chapter 2 Core Strategy

Chapter 2		
Proposed Amendment CH 2.1		
Section:	Heading	Page No.
2.3	Strategic Development of County Westmeath within a Regional Context (Eastern & Midlands Region)	23

Insert new text under Section 2.3 of the plan as follows:

Westmeath benefits from a strategic national road network reflecting its central location in the country. The N/M4 Dublin to Sligo (including connection via the N5 to Castlebar/Westport) corridor and the N/M6 Dublin to Galway corridor through County Westmeath are included as part of the EU TEN-T Comprehensive Network. In addition, the N51, N52, N55 and N62 national secondary roads, are important road corridors in County Westmeath. Together the EU TEN-T Network and the national roads identified provide important strategic links within and through the county and region, including providing critical international connectivity.

Chapter 2		
Proposed Amendment CH 2.2		
Section:	Heading	Page No.
2.3	Strategic Development of County Westmeath within a Regional Context (Eastern & Midlands Region)	23

Insert new CPO under Section 2.3 of the plan as follows:

Maintain the strategic function, capacity and safety of the national roads network and to ensure that the existing extensive transport networks, which have been greatly enhanced over the last two decades, are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport user.

Chapter 2		
Proposed Amendment CH 2.3		
Section:	Heading	Page No.
2.9	Regional Growth Centre Athlone	35

Insert new text at the end of Section 2.9 of the plan as follows:

Westmeath and Roscommon County Council's have jointly, commissioned the preparation of an Economic Strategy for Athlone, which also includes a Marketing Plan. This Strategy will set out a robust plan to successfully attract local, national and international businesses to the regional centre and will underpin the future Urban Area Plan for Athlone.

Chapter 2		
Proposed Amendment CH 2.4		
Section:	Heading	Page No.
2.9 & 2.10	Regional Growth Centre – Athlone Mullingar – Key Town	35, 37

Insert new text in Section 2.9 as follows:

The Athlone UAP will also identify suitable locations to facilitate higher and increased building heights in accordance with CPO 7.28.

Insert new text in Section 2.10 has follows:

The Mullingar LAP will also identify suitable locations to facilitate higher and increased building heights in accordance with CPO 7.28.

Chapter 2		
Proposed Amendment CH 2.5		
Section:	Heading	Page No.
2.9 & 2.10	Regional Growth Centre – Athlone	36 & 37

Amend Text in Section 2.9 of the plan as follows:

An Area Based Transport Plan prepared jointly by Westmeath and Roscommon County Councils and which includes strategic road links within and surrounding Athlone shall also be prepared in collaboration with the relevant transport agencies. This shall promote Athlone as a sustainable transport hub, of national and regional importance **and will inform the UAP review.**

Insert Text at end of Section 2.10 of the plan as follows:

**An Area Based Transport Plan prepared by Westmeath County Council and which includes strategic road links within and surrounding Mullingar shall also be prepared in collaboration with the relevant transport agencies. This shall promote Mullingar as a sustainable transport hub, of national and regional importance.**

Chapter 2		
Proposed Amendment CH 2.6		
Section:	Heading	Page No.
2.10	Key Town – Mullingar	37

Amend CPO 2.4 as follows:

Support the continued growth and sustainable development of Mullingar to act as a growth driver in the region and to fulfil its role as a Key Town **in accordance with the principles and policies of the RSES.**

Chapter 2		
Proposed Amendment CH 2.7		
Section:	Heading	Page No.
2.11	Self-Sustaining Growth Towns	37

Insert new statement before CPO 2.6 as follows:

**Policies and objectives specific to each individual settlement are contained within individual Settlement Plans, as outlined within Chapter 8 of the Plan.**

Chapter 2		
Proposed Amendment CH 2.8		
Section:	Heading	Page No.
2.11	Self-Sustaining Growth Towns	37

Insert new CPO after CPO 2.6 as follows:

Promote consolidation in Self-Sustaining Growth Towns coupled with targeted investment where required to improve local employment, services and sustainable transport options and to become more self-sustaining settlements, in line with settlement specific policy contained within Chapter 8 of the plan.

Chapter 2		
Proposed Amendment CH 2.9		
Section:	Heading	Page No.
2.13	Towns and Villages	39

Insert new CPO after CPO 2.8 as follows;

Investigate the feasibility of providing serviced sites at appropriate locations in towns and villages across the county, in consultation with public infrastructure agencies such as Irish Water and local communities.

<b>Chapter 2</b>		
<b>Proposed Amendment CH 2.10</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
2.17	Core Strategy Table	51-53

Insert at Section 2.17 of the plan, table and associated text in relation to the area in the development plan already zoned for residential use or a mixture of residential and other uses;

Provide clarification as part of the Core Strategy Table in terms of figures for the anticipated housing requirement for each settlement over the plan period together with clarifications of intended zoning categories.

Table 2.9 identifies the area in the development plan already zoned for a mixture of residential and other uses; and includes the size of the area in hectares, and the potential number of housing units that can be accommodated in the area.

Land Use Zoning	Area (Ha)	Housing Yield*
Proposed Residential	8.76	175
Consolidation Site	44.45	444
Mixed Use	7.59	15

**Table 2.9:** Quantum of land zoned for residential use or a mixture of residential and other uses in the Westmeath County Development Plan 2014-2020

**Table 2.8: Core Strategy Table**

Settlements	Population 2016	Population 2027	Population Change 2016-2027	Quantity of Land Area Required (Ha)	<del>Land for Residential in this plan up to 2027 (Ha)</del> Proposed Residential <sup>**</sup> (Ha)	Proposed Residential (Brownfield)	Proposed Residential <sup>***</sup> (Infill)	Consolidation Sites (Ha)	Total Equivalent Area Zoned <del>2021-2027</del> Proposed Residential	Housing Yield*
<b>Tier 1 Regional Growth Centre</b>										
Athlone (Ex. Roscommon)	16,612	22,154	5542	UAP		> 30%	> 30%			2590
<b>Tier 2 Key Town</b>										
Mullingar	20,928	26,003	5075	LAP		> 30%	> 30%			1340-2010
<b>Tier 3 Self-Sustaining Growth Towns</b>										
Castlepollard;	1163	1399	236	5.15	5.65	0.61	1.64	4.90	6.63	133-199
Moate;	2763	3325	562	12.26	11.68	5.62	5.22	3.95	12.47	249-374
Kinnegad;	2754	3303	549	11.98	11.26	4.25	3.24	3.92	12.04	241-362
Kilbeggan;	1288	1550	262	5.72	6.47	0	3.22	4.89	7.45	75-149
<b>TOTAL</b>				<b>35.11</b>	<b>35.06</b>	<b>10.48</b>	<b>13.32</b>	<b>17.66</b>	<b>38.59</b>	<b>698-1,084</b>
<b>Tier 4 Self-Sustaining Towns</b>										
Rochfortbridge;	1473	1713	240	5.24	5.42			0	5.42	27-54
Killucan /Rathwire	1370	1593	223	4.87	4.37			3.04	4.98	25-50
<b>TOTAL</b>				<b>10.11</b>	<b>9.79</b>			<b>3.04</b>	<b>10.40</b>	<b>52-104</b>
<b>Tier 5 Towns and Villages</b>										
Clonmellon;	664	759	95	3.45	3.15			1.76	3.50	18-35
Tyrrellspass;	483	552	69	2.51	2.71			0	2.71	14-27
Delvin	740	845	105	3.82	4.76			1.02	4.96	25-50
<b>TOTAL</b>				<b>9.78</b>	<b>10.62</b>			<b>2.78</b>	<b>11.17</b>	<b>57-112</b>
<b>Tier 6 Rural (Serviced)</b>										
<i>Multyfarnham, Ballymore, Ballynacargy, Ballinalack, Milltownpass, Collinstown, Glasson, Castletown-Geoghegan</i>										
<b>TOTAL</b>				<b>13.03</b>	<b>12.87</b>			<b>1.07</b>	<b>13.16</b>	
<b>Tier 6 Rural Remainder</b>										
Rural WM	31,131	33,798	2667							

\* Lands zoned for 'Mixed Use', 'Expanded Settlement' and 'Existing Residential' have, based on previous experience, the capacity to deliver only nominal levels of residential growth over the lifetime of the Plan. In this regard, such lands are expected to provide capacity for a housing yield of c.15 units per year over the 6-year lifetime of the Plan.

*\*\* Lands relate to the zoning objective 'Proposed Residential'. Part of residentially zoned lands identified will be absorbed by serviced sites (indicated at Chapter 8 Settlement Plans) at a lower density.*

*\*\*\* Figures for infill and brownfield land within each settlement form part of the overall figures for 'Land for residential in this plan up to 2027 (Ha)' and do not provide supplementary land for residential development.*

<b>Chapter 2</b>		
<b>Proposed Amendment CH 2.11</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
2.20	Conclusion	54

Insert new text above section entitled "Implementation & Monitoring" as follows:

The Core Strategy sets out a vision for Westmeath and strategic aims required to deliver an ecosystem services approach. In this regard, the Policy Objectives of the Core Strategy relevant to this vision include CPO 2.12, 2.13 and 2.17.



## 2.3 Chapter 3 Housing Strategy

Chapter 3		
Proposed Amendment CH 3.1.		
Section:	Heading	Page No.
3.6	Apartment Development	70

Amend Section 3.6 of the plan as follows:

As with housing generally, the scale and extent of apartment development should increase in relation to proximity to core urban centres and other relevant factors *in line with the standards, principles and any specific planning policy requirements (SPPRs) set out in the 'Urban Development and Building Heights Guidelines for Planning Authorities' (2018) and the 'Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities' (2018)*. Existing public transport nodes or locations where high frequency public transport can be provided, that are close to locations of employment and a range of urban amenities including parks/waterfronts, shopping and other services, are also particularly suited to apartments.

Chapter 3		
Proposed Amendment CH 3.2		
Section:	Heading	Page No.
3.9	Housing Strategy Objectives/Recommendations	72

Amend CPO 3.13 of the plan as follows:

CPO 3.13	Support the ongoing monitoring and review of the HNDA, <i>over the lifetime of the Plan, in conjunction with the Department of Housing, Planning and Local Government having consideration to the outcomes of any revised Development Plan Guidelines, and where appropriate, take any steps considered necessary to align with the approach set out in these guidelines. This will include monitoring and maintenance of a record of residential development permitted as single rural houses.</i>
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Chapter 3		
Proposed Amendment CH 3.3		
Section:	Heading	Page No.
3.9	Housing Strategy Objectives/Recommendations	72

Insert new CPO after CPO 3.13 as follows:

In developments of 20 units or above, the development should achieve, where possible, a minimum of 5% of units designed and built to facilitate occupation by persons with a disability without structural changes, in accordance with 'Universal Design Guidelines for Homes 2015'.

Chapter 3		
Proposed Amendment CH 3.4		
Section:	Heading	Page No.
3.9	Housing Strategy Objectives/Recommendations	72

Insert new CPO after CPO 3.13 of the plan as follows:

To support the development of quality residential schemes with a range of housing options having regard to the standards, principles and any specific planning policy requirements (SPPRs) set out in the 'Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities' (2009); 'Urban Development and Building Heights Guidelines for Planning Authorities' (2018) and the 'Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities' (2018)

## 2.4 Chapter 4 Sustainable Communities

Chapter 4		
Proposed Amendment CH 4.1		
Section:	Heading	Page No.
4.7	Creating Sustainable Neighbourhoods	78

Insert reference to the Westmeath PPN publication '*Our vision for Community Wellbeing in County Westmeath 2020-2024*' in Section 4.7 of the plan as follows;

This development plan must ensure that all significant developments can only take place where sufficient schools, public transport, employment opportunities, parks, community facilities and resources (gardai, fire services and ambulance provision etc.) are either in place or proposed. A good urban neighbourhood must also incorporate quality living spaces, amenity areas and green infrastructure, as well as fostering a distinctive sense of place and a safe environment. **Development shall have regard to Westmeath PPN publication '*Our vision for Community Wellbeing in County Westmeath 2020-2024*'.** The creation of sustainable communities is based on the development of the following three pillars:

Chapter 4		
Proposed Amendment CH 4.2		
Section:	Heading	Page No.
4.11.2	Community Facilities	84

Insert new CPO after CPO 4.22 of the plan as follows

**To ensure crime prevention measures are incorporated into the design of community buildings and recreational areas.**

Chapter 4		
Proposed Amendment CH 4.3		
Section:	Heading	Page No.
4.11.4	Schools and Educational Facilities	85

Amend CPO 4.28 of the plan as follows:

CPO 4.28	Encourage the use of existing educational facilities and school playing fields for other community purposes. In new schools, <del>it will be a requirement</del> consideration should be given in the design of the school to provide dual use facilities and take account of community requirements.
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Chapter 4		
Proposed Amendment CH 4.4		
Section:	Heading	Page No.
4.11.4	Schools and Educational Facilities	86

Insert new CPO after CPO 4.33 of the plan as follows;

To work with the Department of Education & Skills in relation to the planning and design of future education facilities.

## 2.5 Chapter 5 Economic Development & Employment

Chapter 5		
Proposed Amendment CH 5.1		
Section:	Heading	Page No.
5.13.3	Athlone (Tier 1 – Regional Growth Centre)	117

Amend CPO 5.14 of the plan as follows:

CPO 5.14	Support the development of a cross sectoral approach to promote Athlone as a key tourism destination in the Midlands, building on Fáilte Ireland’s Hidden Heartlands brand and the <del>forthcoming Shannon Tourism Masterplan</del> <i>Tourism Masterplan for the Shannon Navigation</i> , to develop the recreation and amenity potential of waterways <del>including the River Shannon and Lough Ree</del> and the development of a greenway network including the Galway to Dublin Cycleway.
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Chapter 5		
Proposed Amendment CH 5.2		
Section:	Heading	Page No.
5.13.4	Mullingar (Tier 1 –Key Town (RSES) and County Town)	118

Amend the title in Section 5.13.4 of the plan to reflect the classification of Mullingar as a Tier 2 settlement in accordance with the NPF/RSES, as follows:

5.13.4 Mullingar (Tier 2 –Key Town (RSES) and County Town

Chapter 5		
Proposed Amendment CH 5.3		
Section:	Heading	Page No.
5.13.2	5.13.2 Strategic Regional Location and Status within the Hierarchy	118 & 119

Amend the titles below to reflect the classification of the settlements within the Settlement Hierarchy;

5.13.5 Castlepollard (Tier 23 – Self-Sustaining Growth Town)

5.13.6 Kilbeggan (Tier 23 – Self-Sustaining Growth Town)

5.13.7 Moate (Tier 23 – Self-Sustaining Growth Town)

5.13.8 Kinnegad (Tier 23 – Self-Sustaining Town)

Chapter 5		
Proposed Amendment CH 5.4		
Section:	Heading	Page No.
5.13.10	Availability of Land and Supporting Infrastructure (Guiding Principle 2)	121

Insert new CPO after CPO 5.33 as follows:

To zone appropriately sized land banks for enterprise & employment development within the Joint Urban Area Plan for Athlone and the Mullingar Local Area Plan and support the development of FDI/IDA appropriate business premises within the respective plans.

Chapter 5		
Proposed Amendment CH 5.5		
Section:	Heading	Page No.
5.13.13	Quality of Life (Guiding Principle 6)	126

Insert the definition of Circular Economy under Section 5.13.13 of the plan as follows:

The transition to a low carbon economy, circular economy and society also brings significant opportunities for the financial sector. A circular economy is defined as an industrial system that is

restorative or regenerative by intention and design. It replaces the end-of-life concept with restoration, shifts towards the use of renewable energy, eliminates the use of toxic chemicals, which impair reuse and return to the biosphere, and aims for the elimination of waste through the superior design of materials, products, systems and business models.

<b>Chapter 5</b>		
<b>Proposed Amendment CH 5.6</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
5.13.14	Quality of Life (Guiding Principle 6)	129

Insert new CPO after CPO 5.64 of the plan as follows:

Support the delivery and implementation of Fáilte Ireland Destination Development Plans for Westmeath.

## 2.6 Chapter 6 Tourism

Chapter 6		
Proposed Amendment CH 6.1		
Section:	Heading	Page No.
6.2.1	Tourism in Ireland	133

Amend the 2nd paragraph in Section 6.2.1 of the plan as follows:

National tourism policy falls within the remit of the Department of Transport, Tourism and Sport and national agencies, Fáilte Ireland and Tourism Ireland. ~~deliver and implement the adopted policy. The sector is continually evolving and our national bodies carry out research with domestic and international markets to ensure that policy is reflective of these changes. Ireland is promoted nationally and internationally using 'Brand Ireland', under which four distinct experience propositions are used to define the appealing characteristics of each region. Westmeath sits within two of these regional experience brands, 'Ireland's Ancient East' to the east, including Mullingar and the newest of the four brands, 'Ireland's Hidden Heartlands' to the west, including Athlone.~~ Fáilte Ireland is the National Tourism Development Authority. Its role is to support the tourism industry and work to sustain Ireland as a high-quality and competitive tourism destination. It provides a range of practical business supports to help tourism businesses better manage and market their products and services. It also works with other state agencies and representative bodies, at local and national levels, to implement and champion positive and practical strategies that will benefit Irish tourism and the Irish economy. Tourism Ireland is responsible for marketing the island of Ireland overseas as a leading holiday destination.

Chapter 6		
Proposed Amendment CH 6.2		
Section:	Heading	Page No.
6.2.2	Tourism in Westmeath	134

Amend Section 6.2.2 and add '*Dun na Si Heritage and Amenity Park*' to the list of attractions in the final paragraph as follows;

Ireland's Ancient East, launched in 2015, is the third regional experience brand from Fáilte Ireland and includes the majority of County Westmeath, from Moate eastwards. In line with this brand,



Westmeath offers a rich heritage, with local storytellers who provide unforgettable tours of our ancient sites. Attractions include **Dun na Si Heritage and Amenity Park**, the Hill of Uisneach, Belvedere House, Gardens and Park, Kilbeggan Distillery, Tullynally Castle gardens and Fore Abbey. The lakes and waterways of Westmeath are also connected with a rich heritage, including the famous legend of the Children of Lir associated with Lough Derravarragh. The Royal Canal traverses the county, with many preserved original bridges and locks visible to those who travel this route by boat, bike or foot and the Old Rail Trail Greenway brings visitors along the historic Great Western Railway line through the scenic Midlands landscape.

Chapter 6		
Proposed Amendment CH 6.3		
Section:	Heading	Page No.
6.2.2	Tourism in Westmeath	134

Amend text under Section 6.2.2 of the plan as follows:

Westmeath is a county with considerable heritage and cultural assets, along with a scenic and rich natural environment. Coupled with our vibrant towns and villages and easily accessible location, it is evidently a county of high potential for tourism. Historical Fáilte Ireland and CSO visitor research has included County Westmeath as part of the Midlands region, which has not experienced a growth in visitor numbers commensurate to our coastal counterparts. The county itself however has been out-performing some of our neighbouring counties, due to a number of strong visitor attractions and a critical mass of visitor services concentrated in the towns of Athlone and Mullingar. **Fáilte Ireland's figures indicate that in 2018, Westmeath welcomed 1% of the 9,609 million overseas tourists who came to Ireland, spending 1% of the €5,217bn overseas tourism expenditure in Ireland. Irish residents took 238,000 trips to Westmeath (2% of the 10,918 million domestic trips in 2018) spending €27m (1% of domestic tourist spend).** ~~Annual visitors to the county reached 262,000 in 2017, of which 103,000 were from overseas. Approximately 42% of the county's overseas visitors are from Britain, 34% from mainland Europe and 18% from North America.~~

Chapter 6		
Proposed Amendment CH 6.4		
Section:	Heading	Page No.
6.3	Policy Context	137

Insert reference to Fáilte Ireland Destination Development & Commercial Development Plans in Section 6.3 as follows:

#### 6.3.8 Fáilte Ireland Destination Development & Commercial Development Plans.

Ireland's Ancient East has developed a suite of five-year Destination Development Plans. These are designed to be a roadmap for enhancing the existing Ireland's Ancient East visitor proposition to achieve the objectives of addressing seasonality, increasing visitor numbers, improving dwell time and visitor dispersion across the destination. The Tales of Two Worlds Plan sets out to enhance the experiences at the stunning Houses and Gardens products as well as the attractions that tell the story of emigration and endeavour.

Chapter 6		
Proposed Amendment CH 6.5		
Section:	Heading	Page No.
6.3	Policy Context	137

To make reference to Fáilte Ireland's Guidance on Sustainable Tourism in Section 6.3 of the plan as follows;

#### 6.3.9 Fáilte Ireland's Guidance on Sustainable Tourism

Fáilte Ireland promotes the incorporation of the principles of sustainability in the tourism policy section of the County Development Plan. Fáilte Ireland has developed five key principles that ensure developments achieve a balance between appropriate tourism development and economic, environmental and social sustainability. Developments will be assessed having regard to compliance with these and the associated policies.

Principle 1: Tourism, when it is well managed and properly located, should be recognised as a positive activity which has potential to benefit the host community, the place itself and the visitor alike. Sustainable tourism planning requires a balance to be struck between the needs of the visitor, the place and the host community.

Principle 2: Our landscapes, our cultural heritage, our environment and our linguistic heritage all have an intrinsic value which outweighs their value simply as a tourism asset. However, sustainable tourism planning makes sure that they can continue to be enjoyed and cherished by future generations and not prejudiced simply by short term considerations.

Principle 3: Built development and other activities associated with tourism should in all respects be appropriate to the character of the place in which they are situated. This applies to the scale, design and nature of the place as well as to the particular land use, economic and social requirements of the place and the surroundings.

Principle 4: Strategic tourism assets – including special landscapes, important views, the setting of historic buildings and monuments, areas of cultural significance and access points to the open countryside, should be safeguarded from encroachment by inappropriate development.

Principle 5: Visitor accommodation, interpretation centres and commercial / retail facilities serving the tourism sector should generally be located within established settlements thereby fostering strong links to a whole range of other economic and commercial sectors and sustaining the host communities. Sustainable tourism facilities, when properly located and managed can, especially if accessible by a range of transport modes, encourage longer visitor stays, help to extend the tourism season and add to the vitality of settlements throughout the year. Underlying these principles for Sustainable Tourism, the definitions of economic, environmental and social sustainability against which any tourism project assessed are defined as follows:

Economic sustainability must be considered to ensure that the tourism sector is managed. The key strengths of the County include landscape, heritage, natural environment, lifestyle and amenity pursuits. The sector is highly affected by seasonality and there are extremes in visitor numbers at key attractions contrasted with smaller attractions which struggle to maintain visitor numbers. These ‘peaks and troughs’ should be carefully managed to ensure the protection of natural resources. Tourism innovation should also be encouraged – particularly where it brings about environmental benefits. Finally, for projects to be economically sustainable they should meet the needs of the permanent and also visitor population alike, so the preparation of robust business plans for all such developments will ensure proposals are viable and sustainable.

Environmental sustainability will be central to the development and protection of a viable tourism sector and this is a key consideration in a County where tourism attractions are located in environmentally sensitive areas and close to historic areas where the quality of the built heritage and environment must be protected from inappropriate development – whether tourism related or not. The ‘mainstreaming’ of policy guidance tools such as the Strategic Environmental Assessment (SEA) will undoubtedly address any deficits in relation to many of these key policy areas.

Social Sustainability is arguably more difficult to assess. Many of the potentially negative impacts of tourism development can however be addressed through careful consideration of the social and cultural nature of the receiving environment. The impacts that large-scale developments can have on

existing local communities policies can be assessed having regard to the impact of visitor numbers on local quality of life, culture and heritage – with a particular emphasis placed on unique areas such as culturally sensitive areas where small impacts over time may have a significant cumulative effect.

Chapter 6		
Proposed Amendment CH 6.6		
Section:	Heading	Page No.
6.4.1	General Tourism Development	138

Insert reference to the TII publication *“Policy on the Provision of Tourism and Leisure Signage on National Roads (2011)”* in Section 6.4.1 of the plan as follows;

Consideration shall also be given to TII publication *“Policy on the Provision of Tourism and Leisure Signage on National Roads (2011)”*, which outlines policy on the provision of tourist and leisure information signs on national primary and national secondary roads in Ireland.

Chapter 6		
Proposed Amendment CH 6.7		
Section:	Heading	Page No.
6.4.1	General Tourism Development	138

Insert the following text under Section 6.4.1 as follows:

The key to unlocking the growth potential of an area is the development of experiences that will motivate potential tourists to firstly visit there and secondly to dwell in the area. These new experiences are less concerned with visitors passively seeing or doing things; they encourage tourists to immerse themselves actively in the locale, interacting with people, engaging the senses, and learning the history and stories of the places. Fáilte Ireland’s response to this challenge has been the creation of a framework to develop and deliver destination development plans along with strengthening destination towns. Ireland’s Ancient East has started work on a number of Destination Development Plans which aim to develop world-class experiences focused on the region’s rich heritage. The themes of the Experience Development Plans have been designed to enhance each area’s strongest tourism assets and appeal to core overseas markets. Vitally, these plans will be delivered in a way that encourages visitors to spend more time in an area, without compromising the environment or culture of the region. The ‘Tales of Two Worlds’ Development Plan brings together

Ireland's historic houses and gardens, and the period in Ireland's history of famine and emigration. A number of Westmeath businesses are now taking part in a bespoke Great Houses & Gardens Experience Development Programme as part of this, which focuses on the county's rich historic houses and gardens. The Ancient Destination Development Plan is also bringing together businesses in Westmeath to develop world-class experiences centred around the area's rich ancient history including the Hill of Uisneach, connecting Westmeath with the wider geography of the Boyne Valley.

Chapter 6		
Proposed Amendment CH 6.8		
Section:	Heading	Page No.
6.4.1	General Tourism Development	139

Amend CPO 6.9 of the plan as follows:

CPO 6.9	Continue to support the development and expansion of tourism-related enterprise including <b>immersive</b> visitor attractions, services and accommodation and food and craft businesses, particularly those offering a visitor experience, such as tastings, tours and demonstrations.
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Chapter 6		
Proposed Amendment CH 6.9		
Section:	Heading	Page No.
6.4.1	Policy Context	140

Amend CPO 6.13 of the plan as follows:

CPO 6.13	Support opportunities for increased tourism as a result of <del>warmer summers</del> <b>Climate Change</b> , within limits of existing infrastructure and sensitive habitats.
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Chapter 6		
Proposed Amendment CH 6.10		
Section:	Heading	Page No.
6.4.1	General Tourism Development	140

Insert new CPO after CPO 6.15 of the plan as follows:

Promote sustainable tourism in ways that positively enhance the environment and liaise with tourism providers to encourage the provision of “eco-tourism” schemes including the development of a “Circular Economy” approach to tourism.

Chapter 6		
Proposed Amendment CH 6.11		
Section:	Heading	Page No.
6.4.2	Destination Towns	140

To add the following text to the end of the first paragraph under Section 6.4.2 as follows;

In planning their trip, visitors need reassurance that there will be plenty of quality things to see and do both in the day time and evening, along with a range of accommodation options and restaurants. The most effective and efficient way to deliver this for visitors is through destination towns. Athlone and Mullingar both offer high-quality visitor services including a range of accommodation, restaurants, cafes, visitor attractions and guided tours. Current provision enables both towns to serve tourism to the range of surrounding attractions and amenities. In this regard, Athlone has been granted investment under Fáilte Ireland’s Destination Towns funding Programme.

Chapter 6		
Proposed Amendment CH 6.12		
Section:	Heading	Page No.
6.4.2	Policy Context	141

Amend CPO 6.18 of the plan as follows:

CPO 6.18	Support the development of a cross sectoral approach to promote Athlone as the principle visitor services centre and hub for Fáilte Ireland’s Hidden Heartlands and the <del>forthcoming Shannon Tourism Masterplan</del> Tourism Masterplan for the Shannon Navigation, to develop the recreation and amenity potential of waterways <del>including the River Shannon and Lough Ree</del> and the development of a greenway network including the Galway to Dublin Cycleway.
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Chapter 6		
Proposed Amendment CH 6.13		
Section:	Heading	Page No.
6.7	Lakes and Waterways	147

Amend CPO 6.50 of the plan as follows:

CPO 6.50	Continue to work closely with Fáilte Ireland, Waterways Ireland and neighbouring counties to <del>realise the potential of</del> implement the Strategic Initiatives of the Tourism Masterplan for the Shannon Navigation, particularly in relation to tourism actions for Athlone, Lough Ree and the Mid-Shannon <del>region for tourism, taking account recommendations arising from Ireland’s Hidden Heartlands Shannon Masterplan’ and</del> Discovery Zone. <i>‘Shannon Masterplan’, ‘Spirit Level’ and the ‘Athlone Waterfront Strategy’ will also be taken into account.</i>
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Chapter 6		
Proposed Amendment CE CH 6.14		
Section:	Heading	Page No.
6.9	Arts, Culture and Festivals	150

To add the following text to Section 6.9 of the plan as follows:

Fáilte Ireland has identified festivals as a key driver for tourism growth, particularly during off- season times. They are an important component of the Irish tourism product offering. They provide

opportunities to showcase culture, food, people and places, thereby greatly improving the tourist experience. Investment in and business development support for festivals is helping to drive growth and entice both domestic and overseas visitors to different parts of the country in the off-peak season. A number of vibrant festivals enable local communities to celebrate a valuable cultural heritage and spotlight local talent and unique local attributes. The International Drama Festival is hosted in Athlone annually, spotlighting Athlone as an important venue for the performing arts, while the Bealtaine Fire Celebration at Uisneach highlights the traditions and rituals associated with this ancient heritage site. While some festivals remain small in scale year after year, reaching only a local audience, others have the ambition to grow into larger events, capable of attracting larger numbers of visitors, resulting in a greater impact to the local economy and highlighting the festival location as one worth visiting to a wider audience. The Council will seek to support these festivals where possible, to support their growth potential, subject to event licensing and quality standards.



## 2.7 Chapter 7 Urban Centers & Place Making

Chapter 7		
Proposed Amendment CH 7.1		
Section:	Heading	Page No.
7.4.2	Public Realm and Placemaking	157

Amend CPO 7.2 of the plan as follows;

Apply the following key attributes when considering public realm, ~~and~~ public space enhancements and public seating:

**Accessible** - connected and linked permeable spaces to ensure ease of movement.

**Functional** - safe, adaptable and social environments to attract and foster activity.

**Attractive** - visually pleasing spaces with high quality design, materials and installations (lighting, furniture and signage) based on a singular common design theme.

**Distinctive** - reference to local context and building on the character and identity of place.

Chapter 7		
Proposed Amendment CH 7.2		
Section:	Heading	Page No.
7.5.1	Town Centre Management and Placemaking	164

Amend CPO 7.21 of the plan as follows:

CPO 7.21	Ensure the best quality of design is achieved for all new commercial and residential development and that design respects and enhances the specific characteristics and heritage of the different towns and villages in the County.
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Chapter 7		
Proposed Amendment CH 7.3		
Section:	Heading	Page No.
7.5.1	Town Centre Management and Placemaking	164

Insert new CPO after CPO 7.23 of the plan as follows;

Prioritise a Town Centres First collaborative and strategic approach to the regeneration of our villages and towns, using the Collaborative Town Centres Health Check (CTCHC) framework to gather data and lead actions.

Chapter 7		
Proposed Amendment CH 7.4		
Section:	Heading	Page No.
7.6.1	Compact Urban Centres	165

Insert new CPO after CPO 7.25 of the plan as follows:

In order to promote the development of brownfield / infill and back land sites, the Council will consider, in appropriate circumstances, the implementation of mechanisms such as the preparation of site development briefs, use of compulsory acquisition of lands and development incentives.

Insert new CPO after CPO 7.25 of the plan as follows:

Monitor the development of greenfield land and rural housing in the open countryside versus brownfield / infill and back land development over the plan period.

Chapter 7		
Proposed Amendment CH 7.5		
Section:	Heading	Page No.
7.6.1	Compact Urban Centres	165

Amend CPO 7.28 of the plan as follows:

CPO 7.28	Facilitate higher and increased building heights at suitable locations and in accordance with the settlement hierarchy in line with <i>'Specific Planning Policy Requirement' (SSPR)</i>
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	1 of the 'Urban Development and Building Heights Guidelines for Planning Authorities' (2018). In this regard, the locations for increased building height will be informed by a buildings height study and identified as part of the UAP and LAP to be prepared for Athlone and Mullingar respectively.
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<b>Chapter 7</b>		
<b>Proposed Amendment CH 7.6</b>		
Section:	Heading	Page No.
7.6.3	The Urban Regeneration and Development Fund (URDF)	168

Amend CPO 7.32 and CPO 7.33 of the plan as follows:

CPO 7.32	Promote the consolidation of town centres with a focus on the regeneration of underused buildings and strategic sites and the establishment of a mix of uses incorporating green space considerations to encourage greater vibrancy outside of business hours.
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CPO 7.33	Promote the utilisation of available funding to support plan led development and regeneration of publicly owned land banks incorporating green space considerations.
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## 2.8 Chapter 8 Settlement Plans

Chapter 8		
Proposed Amendment CH 8.1		
Section:	Heading	Page No.
8.1	Aim	175

Amend the text of the stated Aim as follows:

To create a network of attractive, liveable towns and villages in the County with **increased** appropriate levels of population, employment activity and enhanced levels of amenity which support a high quality of life and well-being.

Chapter 8		
Proposed Amendment CH 8.2		
Section:	Heading	Page No.
8.1	Aim	175

To include reference to the 'Housing Options for Our Ageing Population (DHPLG February 2019)' in Section 8.1 as follows;

To create a network of attractive, liveable towns and villages in the County with increased levels of population, employment activity and enhanced levels of amenity which support a high quality of life and well-being **and support our ageing population as referenced in 'Housing Options for Our Ageing Population (DHPLG February 2019)'**.

Chapter 8		
Proposed Amendment CH 8.3		
Section:	Heading	Page No.
8.3.1.6	Castlepollard - Economic Development	179

Insert new CPO for Castlepollard under section 8.3.1.6 of the plan as follows:

**CPO CP 1:**

Development proposals on identified lands shall be accompanied by a site-specific Flood Risk Assessment (FRA) carried out in accordance with the methodology set out in *'The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009'* (See Map 3 MBLO CP 1-4).

Chapter 8		
Proposed Amendment CH 8.4		
Section:	Heading	Page No.
8.3.2.6	Kilbeggan - Economic Development	190

Insert new map based CPO for Kilbeggan under section 8.3.2.6 of the plan as follows:

**CPO KB 1**

Development proposals on identified lands shall be accompanied by a site-specific Flood Risk Assessment (FRA) carried out in accordance with the methodology set out in *'The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009'* (See Map 5 MBLO KB 1).

Chapter 8		
Proposed Amendment CH 8.5		
Section:	Heading	Page No.
8.3.2.7	Kilbeggan- Sustainable Communities	191

Insert new map based CPO after CPO 8.56 of the plan as follows:

CPO KB 2:

“Support the development of Childcare Facilities on lands identified which shall demonstrate compliance with the ‘Guidelines on Childcare Facilities, Guidelines for Planning Authorities (2001) and Circular Letter PL3 2016 or any superseding guidelines and in accordance with the needs identified by Westmeath County Childcare Committee (WCC)” (See Map 5 MBLO KB 2).

Chapter 8		
Proposed Amendment CH 8.6		
Section:	Heading	Page No.
8.3.2.9	Kilbeggan- Tourism	193

Amend CPO 8.65 of the plan as follows:

CPO 8.65	Develop <b>heritage</b> activity-based tourism and use the marketing momentum behind Ireland’s Ancient East <del>and Ireland's Hidden Heartlands</del> to integrate its Tourism services into a strong and coherent offer that will build growing visitor numbers.
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Chapter 8		
Proposed Amendment CH 8.7		
Section:	Heading	Page No.
8.3.3.7	Kinnegad - Sustainable Communities	201

Insert new map based CPO after CPO 8.97 as follows;

CPO KG 1:

To support the development of an indoor sports centre and meeting rooms at Coralstown Kinnegad GAA in conjunction with all the voluntary and sporting groups in the area (See Map 7 MBLO KG 1).

Chapter 8		
Proposed Amendment CH 8.8		
Section:	Heading	Page No.
8.3.3.7	Kinnegad - Sustainable Communities	201

Amend CPO 8.98 in the plan as follows;

CPO 8.98	Support the development of <b>one or more schools including</b> a Secondary School on lands adjacent to St. Etchens Primary School (See Map 7).
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Chapter 8		
Proposed Amendment CH 8.9		
Section:	Heading	Page No.
8.3.3.7	Kinnegad - Sustainable Communities	202

Insert new CPO after CPO 8.99 as follows;

Support the construction of a link road between the Boreen Bradach L-5014-0 and the Killucan Rd L1015-0 to accommodate a secondary school and potential second primary school and allow the sharing of sporting facilities by the schools and Coralstown Kinnegad GAA.

Chapter 8		
Proposed Amendment CH 8.10		
Section:	Heading	Page No.
8.3.3.7	Kinnegad - Sustainable Communities	202

Delete CPO 8.103 of the plan as follows:

<del>CPO 8.103</del>	<del>Support the construction of a link road between the Killucan Road L1015 and the roundabout at the junction of the R446-2 and N4-1120, thereby creating a bypass of the Main Street, Kinnegad (See Map 7).</del>
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Chapter 8		
Proposed Amendment CH 8.11		
Section:	Heading	Page No.
8.3.3.7	Kinnegad - Sustainable Communities	202

Insert new map based CPO after CPO 8.103 as follows;

#### CPO KG 2

To allow the appropriate consideration of provision of a nursing home with an activity facility and meeting room as a central area for a small cluster of housing that would support an elderly population in accessing services they require locally within a sustainable development (See Map 7 MBLO KG 2).

Chapter 8		
Proposed Amendment CH 8.12		
Section:	Heading	Page No.
8.3.3.7	Kinnegad - Sustainable Communities	202

Insert new map based CPO for Kinnegad under Section 8.3.3.7 of the plan as follows:

#### CPO KG 3

Development proposals on identified lands shall be accompanied by a site-specific Flood Risk Assessment (FRA) carried out in accordance with the methodology set out in *'The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009'* (See Map 7 MBLO KG 3).



Chapter 8		
Proposed Amendment CH 8.13		
Section:	Heading	Page No.
8.3.3.8	Kinnegad - Commercial & Retail Development	203

Amend CPO 108 of the plan as follows:

Support the development of under-utilised lands between the Inner Relief Road and the Main Street with appropriate mixed-use development with pedestrian/vehicular links to the Main Street (See Map 7). The site has the potential to enhance employment opportunities within the town core, **and to provide for an element of residential development as part of a masterplan for the overall site**, thereby increasing the sustainability **and viability** of the settlement.

Chapter 8		
Proposed Amendment CH 8.14		
Section:	Heading	Page No.
8.3.4.6	Moate - -Economic Development	209

Insert new map based CPO for Moate under section 8.3.4.6 of the plan as follows:

#### CPO ME 1

Development proposals on identified lands shall be accompanied by a site-specific Flood Risk Assessment (FRA) carried out in accordance with the methodology set out in *'The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009'* (See Map 9 MBLO ME 1).

Chapter 8		
Proposed Amendment CH 8.15		
Section:	Heading	Page No.
8.3.4.7	Moate - Sustainable Communities	210

Amend CPO 8.130 of the plan as follows:

CPO 8.130	Support the development of a Primary School, <b>including access roadway and associated infrastructure</b> , on lands adjacent to the Community Centre on Church Street. Development proposals on land identified as being at risk of flooding shall be accompanied by a site-specific Flood Risk Assessment (FRA) carried out in accordance with the methodology set out in The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009 (See Map 9).
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<b>Chapter 8</b>		
<b>Proposed Amendment CH 8.16</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
8.3.4.9	Moate - Tourism	212

Insert new CPO after CPO8.140 of the plan as follows:

Support initiatives to promote the Quaker Heritage of Moate.

<b>Chapter 8</b>		
<b>Proposed Amendment CH 8.17</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
8.4.1.6	Killucan Rathwire - Sustainable Communities	219

Insert new map based CPO for Killucan-Rathwire under section 8.4.1.6 of the plan as follows:

CPO KR 1

Development proposals on identified lands shall be accompanied by a site-specific Flood Risk Assessment (FRA) carried out in accordance with the methodology set out in *'The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009'* (See Map MBLO KR 1).

Chapter 8		
Proposed Amendment CH 8.18		
Section:	Heading	Page No.
8.4.2.6	Rochfortbridge - Economic Development	223

Amend CPO 8.186 of the plan as follows:

CPO 8.186	New enterprise development should be located within a landscape network and demonstrate high quality architectural built form that contributes to a positive sense of place and distinctiveness. <del>Development proposals on land identified as being at risk of flooding shall be accompanied by a site-specific Flood Risk Assessment (FRA) carried out in accordance with the methodology set out in The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009.</del>
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Chapter 8		
Proposed Amendment CH 8.19		
Section:	Heading	Page No.
8.5.1.7	Clonmellon - Commercial & Retail Development	230

Insert new map based CPO for Clonmellon under section 8.5.1.7 of the plan as follows:

#### CPO CM 1

Development proposals on identified lands shall be accompanied by a site-specific Flood Risk Assessment (FRA) carried out in accordance with the methodology set out in 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009' (See Map 15 MBLO CM 1).

Chapter 8		
Proposed Amendment CH 8.20		
Section:	Heading	Page No.
8.5.2.5	Delvin - Sustainable Communities	233

Insert new map based CPO for Delvin under section 8.5.2.5 of the plan as follows:

CPO DV 1

Development proposals on identified lands shall be accompanied by a site-specific Flood Risk Assessment (FRA) carried out in accordance with the methodology set out in *'The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009'* (See Map 17 MBLO DV 1).

Chapter 8		
Proposed Amendment CH 8.21		
Section:	Heading	Page No.
8.5.3.6	Tyrrellspass - Sustainable Communities	236

Insert new map based CPO after CPO 8.249 of the plan as follows:

CPO TP 1

Any proposal for development at these lands shall be accompanied by an Ecological Impact Assessment that considers ecological sensitivities, including those relating to the nearby Cloncrow Bog NHA, and the proposed design of any development. The Ecological Impact Assessment shall demonstrate the compliance of the proposal with the provisions of the Plan relating to biodiversity and flora and fauna; and that the NHA will not be adversely affected by the proposed development. (See Map 19 MBLO TP 1).

Chapter 8		
Proposed Amendment CH 8.22		
Section:	Heading	Page No.
8.6.1	Ballinalack - Policy Objectives	240

Insert new map based policy objective for Ballinalack under section 8.6.1 of the plan as follows:

CPO BL 1

Development proposals on identified lands shall be accompanied by a site-specific Flood Risk Assessment (FRA) carried out in accordance with the methodology set out in *'The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009'* (See Map 20 MBLO BL 1).

Chapter 8		
Proposed Amendment CH 8.23		
Section:	Heading	Page No.
8.6.2	Ballymore - Policy Objectives	241

Insert new map based policy objective for Ballymore under section 8.6.2 of the plan as follows:

#### CPO BM 1

Development proposals on identified lands shall be accompanied by a site-specific Flood Risk Assessment (FRA) carried out in accordance with the methodology set out in *'The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009'* (See Map 21).

Chapter 8		
Proposed Amendment CH 8.24		
Section:	Heading	Page No.
8.6.4	Castletown Geoghegan - Policy Objectives	243

Insert new map based policy objective for Castletown Geoghegan under section 8.6.4 of the plan as follows:

#### CPO CG 1

Development proposals on identified lands shall be accompanied by a site-specific Flood Risk Assessment (FRA) carried out in accordance with the methodology set out in *'The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009'* (See Map 23a).

Chapter 8		
Proposed Amendment CH 8.25		
Section:	Heading	Page No.
8.6.5	Collinstown - Policy Objectives	244

Insert new map based policy objective for Collinstown under section 8.6.5 of the plan as follows:

CPO CT 1

Development proposals on identified lands shall be accompanied by a site-specific Flood Risk Assessment (FRA) carried out in accordance with the methodology set out in *'The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009'* (See Map 24a).

## 2.9 Chapter 9 Rural Westmeath

Chapter 9		
Proposed Amendment CH 9.1		
Section:	Heading	Page No.
9.4	Rural Settlement Strategy	255

Amend CPO 9.1 as of the plan follows:

CPO 9.1	<p><b>Areas Under Strong Urban Influence</b></p> <p>To accommodate demand from individuals for permanent residential development in defined 'Rural Areas Under Strong Urban Influence' who have strong links to the area and who are an intrinsic part of the rural community, subject to good planning practice, environmental carrying capacity and landscape protection considerations.</p> <p><b>Local Housing Need</b></p> <p>Permit residential development in areas defined 'Rural Areas Under Strong Urban Influence and Stronger Rural Areas' subject to the following circumstances:</p> <ol style="list-style-type: none"> <li>1. Persons who are actively engaged in agriculture, horticulture, forestry, bloodstock and peat industry,</li> <li>2. Members of farm families seeking to build on the family farm,</li> <li>3. Landowners for this purpose being defined as persons who own the land 5 years prior to the date of planning application.</li> <li>4. Persons employed locally whose employment would provide a service to the local community,</li> <li>5. Persons who have personal, family or economic ties within the area, including returning emigrants</li> <li>6. Persons who wish to return to farming and who buy or inherit a substantial farm-holding which is kept intact as an established farm unit, will be considered by the Council to be farmers and will be open to consideration for a rural house, as farmers. Where there is already a house on the holding, refurbishment or replacement of this house is the preferred option.</li> <li>7. Persons who demonstrate extraordinary and exceptional circumstances, regard shall be had to those circumstances in consideration of the application.</li> </ol>
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	The local area for the purpose of this policy is defined as the area generally within a 10km radius of the applicant's family home.
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<b>Chapter 9</b>		
<b>Proposed Amendment CH 9.2</b>		
Section:	Heading	Page No.
9.4	Rural Settlement Strategy	255

Insert new CPO after CPO 9.1 of the plan as follows:

In line with Circular Letter PL 2/2017, review rural housing policy in line with Development Plan or other relevant Guidelines issued by the Minister in this area having regard to NPO 19.

<b>Chapter 9</b>		
<b>Proposed Amendment CH 9.3</b>		
Section:	Heading	Page No.
9.4.2	Rural Nodes	256

Amend CPO 9.5 of the plan as follows:

CPO 9.5	Continue to monitor and review rural nodes in the County, across the lifetime of the Plan, in order to ensure compatibility with environmental protection objectives. <b>This shall include a review of the extent and representation of each individual node where appropriate.</b>
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Chapter 9		
Proposed Amendment CH 9.4		
Section:	Heading	Page No.
9.6	Development within the hinterland of Settlements	258

Insert new CPO after CPO 9.20 of the plan as follows:

Resist the creation of new accesses for single houses onto national roads, in order to safeguard the carrying capacity and safety of the national road network.

Chapter 9		
Proposed Amendment CH 9.5		
Section:	Heading	Page No.
9.7	Rural Areas Subject to Sensitive Resource Designation	259

Amend CPO 9.21 of the plan as follows:

CPO 9.21	<p>Restrict residential development not related to farming or forestry practices in defined water catchment areas of Lough Owel and Lough Lene, with the exception of the erection of a house for a member of an existing residential farm family who will inherit the farm, or another member of the family, provided that not more than two dwellings (existing and proposed) be permitted on any farm holding within the water catchment and only where this relates to the first dwelling for the applicant and no alternative site is available outside the water catchment.</p> <p>Landowners for this purpose being defined as persons who own the land 5 years prior to the date of planning application.</p> <p>Where there is a conflict with CPO 9.22 below, this policy shall take precedence.</p>
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Chapter 9		
Proposed Amendment CH 9.6		
Section:	Heading	Page No.
9.8	Areas of High Amenity	259

Amend CPO 9.22 of the plan to include text as follows:

CPO 9.22	<p>Restrict development not related to farming practices and tourism in all High Amenity Areas, with the exception of housing for the immediate family (son/daughter) of established residents living on landholdings, who demonstrate a housing need and have long-term intrinsic links with the area. The entire landholding will be demonstrated to have been in the resident's ownership 5 years prior to the date of application.</p> <p>Landowners for this purpose being defined as persons who own the land 5 years prior to the date of planning application.</p>
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Chapter 9		
Proposed Amendment CH 9.7		
Section:	Heading	Page No.
9.11.1	Farm Diversification	263

Insert new CPO after CPO 9.26 of the plan as follows:

Ensure that agriculture development is in compliance with the EU *"A Farm to Fork strategy"* 2020 and parallel to the 14-point EU Nature Restoration Plan in the EU *"Biodiversity Strategy for 2030 - Bringing nature back into our lives"*.

Chapter 9		
Proposed Amendment CH 9.8		
Section:	Heading	Page No.
9.7	Rural Areas Subject to Sensitive Resource Designation	264

Insert new CPO after CPO 9.34 as follows:

Facilitate the production and sale of more locally produced healthy high-quality food.

Chapter 9		
Proposed Amendment CH 9.9		
Section:	Heading	Page No.
9.14	Forestry	267

Amend CPO 9.48 of the plan as follows:

CPO 9.48	Encourage the development of forestry, with higher proportions of broadleaf, to a scale and in a manner, which maximises its contribution to the economic and social well-being of the County on a sustainable basis.
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## 2.10 Chapter 10 Transport Infrastructure & Energy

Chapter 10		
Proposed Amendment CH 10.1		
Section:	Heading	Page No.
10.3.3	Legislative and Transport Policy Context	273

Amend the text in Section 10.3.3 of the plan as follows:

### 10.3.3 Building on Recovery: Infrastructure and Capital Investment 2016-2021

~~The document 'Building on Recovery – Infrastructure and Capital investment 2016-2021' (Department of Public Expenditure and Reform) sets out future capital spending proposals for investment in infrastructure. €42 billion has been allocated for projects nationally up to 2021. Following a review in 2018, the Government published a new 10-year National Investment Plan for the period 2018-2027.~~

### 10.3.3 National Development Plan 2018-2027

The 'National Development Plan 2018 - 2027' (NDP) sets out the investment priorities that will underpin the implementation of the National Planning Framework, through a total investment of approximately €116 billion over a ten years period. 'Project Ireland 2040' is the government's long-term overarching strategy, which outlines investment in public infrastructure in Ireland. A fundamental underlying objective of the National Development Plan is to focus on continued investment in public infrastructure.

Chapter 10		
Proposed Amendment CH 10.2		
Section:	Heading	Page No.
10.3.5	Smarter Travel – A Sustainable Transport Future - A New Transport Policy for Ireland 2009-2020 (Department of Transport, 2009)	274

Amend the text in Section 10.3.5 of the plan as follows:

This document, which is currently under review by the Department of Transport, sets out how the vision for a sustainable travel and transport system can be achieved. ~~The policy recognises the vital~~

~~importance of continued investment in transport to ensure an efficient economy and continued social development. The Government reaffirms its vision for sustainability in transport and sets out five key goals:~~

- ~~i. To reduce overall travel demand.~~
- ~~ii. To maximise the efficiency of the transport network.~~
- ~~iii. To reduce reliance on fossil fuels.~~
- ~~iv. To reduce transport emissions.~~
- ~~v. To improve accessibility to transport.~~

~~The National Cycle Policy Framework 2009-2020 (Department of Transport) which is derived from Smarter Travel, sets out a national policy for cycling, in order to create a stronger cycling culture, a safer environment for cycling and improved quality of life.~~

A new Sustainable Mobility Policy, which will be closely aligned with the national strategic outcomes of 'Project Ireland 2040', will be developed over the course of 2020.

Chapter 10		
Proposed Amendment CH 10.3		
Section:	Heading	Page No.
10.3.5	Smarter Travel – A Sustainable Transport Future - A New Transport Policy for Ireland 2009-2020 (Department of Transport, 2009)	274

Amend CPO 10.3 of the plan as follows:

CPO 10.3	<p>Support the implementation of the following national and regional transport policies as they apply to Westmeath:</p> <ul style="list-style-type: none"> <li>- <i>'The National Planning Framework'</i>.</li> <li>- <i>'The RSES for the Eastern and Midland Region'</i>.</li> <li>- <i>'Smarter Travel, A Sustainable Transport Future 2009 – 2020'</i>.</li> <li>- <i>'Design Manual for Urban Roads and Streets (DMURS)'</i>.</li> <li>- <i>'Spatial Planning and National Roads - Guidelines for Planning Authorities 2012'</i>.</li> <li>- <i>'National Cycling Policy Framework and National Cycle Manual'</i>.</li> <li>- <i>'Strategy for the Future Development of National and Regional Greenways, 2018'</i>.</li> <li>- <i>'Local Link Rural Transport Programme Strategic Plan 2018 - 2022'</i>.</li> </ul>
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	The Council also supports the implementation of sustainable transport solutions.
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<b>Chapter 10</b>		
<b>Proposed Amendment CH 10.4</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
10.3.10	Legislative and Transport Policy Context	275

Delete reference to the Rural Transport Initiative under Section 10.3.10 of the plan as follows;

~~“The Rural Transport Initiative (RTI) supports rural transport services in the County. The RTI Project provides community based, door-to-door, flexible transport services, and facilitates passengers to access a wide range of services, which include shopping, health, day care and social activities on a regular basis. Services are also scheduled to link with public and private transport services locally. South Westmeath Rural Transport Association is a community based transport initiative serving a large rural community in the southwest area of County Westmeath.”~~

<b>Chapter 10</b>		
<b>Proposed Amendment CH 10.5</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
10.3	Legislative and Transport Policy Context	276

Insert reference to *‘The National Policy Framework Alternative Fuels Infrastructure for Transport in Ireland’* at Section 10.3 of the plan as follows;

**National Policy Framework for Alternative Fuels Infrastructure for Transport in Ireland:**

*‘The National Policy Framework for Alternative Fuels Infrastructure for Transport in Ireland 2017-2030’* was published in May 2017. It sets out the ambition that all new cars and vans sold in Ireland from 2030 will be zero emission (or zero emission-capable). A range of policy measures aimed at supporting the transition to low emission vehicles are set out in the *‘National Policy Framework’*. Furthermore, the *‘National Mitigation Plan’* published in July 2017 reiterates this ambition and also includes supporting actions towards this objective.

Chapter 10		
Proposed Amendment CH 10.6		
Section:	Heading	Page No.
10.3.12	Integration of Land Use Planning and Transportation	277

Insert new CPO after CPO 10.9 in the plan as follows:

Support the national Smarter Travel policy and make central tenets of its transport strategy: Killucan Station, a regular bus services to Westmeath towns and villages and the re-opening of light rail on the old Mullingar to Athlone Rail line.

Chapter 10		
Proposed Amendment CH 10.7		
Section:	Heading	Page No.
10.4.1	Walking and Cycling	279

Amend CPO 10.11 in the plan as follows:

Improve pedestrian and cycle connectivity to stations and other public transport interchanges and request Iarnrod Eireann to provide accommodation for bicycles on inter-city and commuter trains.

Chapter 10		
Proposed Amendment CH 10.8		
Section:	Heading	Page No.
10.4.2	Greenways	280

Insert a new CPO after CPO 10.24 as follows:

Carry out a permeability and connectivity audit of existing pedestrian and cycle facilities in ~~the towns of Athlone and Mullingar~~ all towns and villages.

Chapter 10		
Proposed Amendment CH 10.9		
Section:	Heading	Page No.
10.4.5	Bus	281

Insert reference to the “Local Link bus services” in Section 10.4.5 of the plan as follows:

#### 10.4.5 Bus

The development of a quality bus system as an alternative to private car use is an essential element of an integrated and balanced land use transport system. Westmeath is well serviced by Bus Éireann expressway services, which primarily mirror the national primary routes and traverse the County on an east-west axis. There is a **Local Link bus services within the county, however there is a need for increased bus services to improve connectivity between the main urban centres in the north and south of the County and to regional centres. Greater integration of bus and rail services would provide for enhanced services and facilitate the transfer from private car to bus and rail.**

Chapter 10		
Proposed Amendment CH 10.10		
Section:	Heading	Page No.
10.4.6	Public Transport in Rural Areas	282

Insert reference with regard to the role of National Transport Authority in providing public transport in Section 10.4.6 of the plan as follows;

#### 10.4.6 Public Transport in Rural Areas

The National Transport Authority (NTA) was established in 2009 and is charged with overall responsibility for public transport service provision in County Westmeath. In this regard, the role of the NTA involves:

- A Public Service Obligation (PSO) contract between the NTA and Irish Rail;
- A PSO contract between the NTA and Bus Éireann;
- Direct award contracts for the operation of bus services; and
- The licencing of commercial bus services.



In addition, the NTA provides rural transport services through the Local Link Rural Transport Programme. The key priorities of this programme continue to be directed at addressing rural social exclusion and the integration of rural transport services with other public transport services.

The NTA will develop and expand the Local Link Rural Transport Programme in the following manner:

- seek further integration with other public transport services, including HSE and school transport;
- ensure fully accessible vehicles operate on all services;
- enhance the customer experience;
- increase patronage among children and young people; and
- encourage innovation in the service.

The availability of public rural transport plays a major role in combatting rural isolation and acts as a catalyst in creating models of partnership, at all levels, where key sectors actively engage in transport provision, to ensure equality of access for all.

<b>Chapter 10</b>		
<b>Proposed Amendment CH 10.11</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
10.4.8	Park and Stride	282

Insert new CPO after CPO 10.26 of the plan as follows:

Ensure that new development proposals for public transport infrastructure are designed to be fully accessible to people with disabilities and older persons by adopting a universal design approach to the built environment, including footpaths, roads, pedestrian crossing points, bus stops, seating and interchange facilities.

<b>Chapter 10</b>		
<b>Proposed Amendment CH 10.12</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
10.4.9	Electric Vehicles	284

Insert new CPO after CPO 10.41 in the plan as follows:

To make provisions for electric car charging facilities in every town and village in County Westmeath.

Chapter 10		
Proposed Amendment CH 10.13		
Section:	Heading	Page No.
10.5.1	National Roads	286

Insert new CPO after CPO 10.47 of the plan as follows

Seek to ensure that the capacity and efficiency of the national road network drainage regimes in County Westmeath will be safeguarded for national road drainage purposes

Chapter 10		
Proposed Amendment CH 10.14		
Section:	Heading	Page No.
10.5.1	National Roads	286

Update Table 10.1 of the plan as follows:

Table 10.1 Schedule of National Road Improvements

Road No:	Project Description
N4	<del>Realignment and Upgrade from Mullingar to Longford County Boundary</del> N4 Mullingar to Longford
N52	<del>Realignment and Upgrade from Kilbeggan to Offaly County Boundary</del> N52 Tullamore to Kilbeggan
N55	Realignment and Upgrade from the N6 Athlone to the Longford County Boundary
<del>N51</del>	<del>Realignment and Upgrade from Delvin to Meath County Boundary</del>
N52	Realignment offline Delvin Bypass
N51/N52	<del>Realignment offline Clonmellon Bypass</del>

	Realignment and Upgrade from Delvin to the Meath County Boundary including realignment offline Clonmellon Bypass
<b>N62</b>	Realignment from Fardrum to Offaly County Boundary including Ballinahown Bypass

Chapter 10		
Proposed Amendment CH 10.15		
Section:	Heading	Page No.
10.5.1	National Roads	285

Insert the following additional text at end of Section 10.5.1 as follows;

Consideration also needs to be given to avoid adverse impacts when introducing noise sensitive uses in proximity to existing and future national roads. Where warranted, proposals should include mitigation and should have regard to Section 3.7 of the DoECLG 'Spatial Planning and National Roads Guidelines'.

Chapter 10		
Proposed Amendment CH 10.16		
Section:	Heading	Page No.
10.5.1	National Roads	286

Insert the following text after Table 10.1 as follows;

Any improvements relating to national roads identified at a local level should be carried out following consultation with TII.

Chapter 10		
Proposed Amendment CH 10.17		
Section:	Heading	Page No.
10.5.2	Non-National Roads	286 & 287

Amend text in Section 10.5.2 and CPO 10.49 of the plan as follows;

### 10.5.2 Non-National Roads

For new developments, access onto the road network is a key issue, particularly in rural areas. The intensification of use of an existing access is normally preferable to the creation of a new access onto a rural road. Where new entrances are necessary, the relevant road design standards will be applied with relevant 'TII Publications' (~~DMRB in rural situations i.e. the Design Manual for Roads and Bridges~~ - and DMURS in urban situations within the 50/60kph zone – 'Design Manual for Urban Roads and Streets'. Such road standards are required to guarantee the safety of the general public in the County and protect the carrying capacity of the road network.

CPO 10.49	Implement the recommendations of the 'Design Manual for Urban Roads and Streets' (DMURS 2019) and relevant 'TII Publications' in relation to urban streets and roads within the 50/60 kph zone.
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Chapter 10		
Proposed Amendment CH 10.18		
Section:	Heading	Page No.
10.5.2	Non-National Roads	287

Insert new CPO after CPO 10.48 of the plan as follows.

Continue to engage, at an early stage, with TII in respect of any plans or projects that are located in proximity to national road infrastructure.

Chapter 10		
Proposed Amendment CH 10.19		
Section:	Heading	Page No.
10.5.2	Non-National Roads	288

Amend CPO 10.52 of the plan as follows:

Increase the safety of children at schools by assessing safe routes to schools for school children and by the installation of traffic management measures.

Require School Travel Plans to be submitted with applications by schools or colleges in accordance with actions as set out under Smarter Travel, A Sustainable Transport Future 2009 – 2020.

In this regard the Council shall prioritise road safety and traffic calming measures near or at all schools within County Westmeath.

Chapter 10		
Proposed Amendment CH 10.20		
Section:	Heading	Page No.
10.5.3	Corridor and Route Selection Process	289

Amend text in Section 10.5.3 of the plan as follows:

### Stage 2 – Route Identification, Evaluation and Selection

- Potentially feasible routes within the preferred corridor will be identified and assessed. The selection of preferred routes will avoid constraints and meet opportunities to the optimum extent, as advised by the relevant specialists, taking into account project level information and potential mitigation measures that are readily achievable;
- In addition to the constraints identified above, site specific field data may be required to identify the most appropriate routes; and

In addition to environmental considerations, the identification of route corridors and the refinement of route lines is likely to be informed by other considerations. Regard shall be taken of the 'Westmeath County Heritage Plan 2018-2023', 'Westmeath Biodiversity Action Plan 2014-2020' and the 'Westmeath Climate Adaptation Strategy 2019-2024' or any revision made to these aforementioned publications, in the design of both national and non-national roads.

Chapter 10		
Proposed Amendment CH 10.21		
Section:	Heading	Page No.
10.5.3	National Roads	289

Insert new CPO after Section 10.5.3 of the plan as follows;

To protect the study area, route corridor options and thereafter the preferred route corridor selected for the national road schemes being progressed in accordance with National Development Plan Objectives included in Table 10.1 of the Development Plan, from development that could prejudice their future delivery.

Chapter 10		
Proposed Amendment CH 10.22		
Section:	Heading	Page No.
10.6	Mobility Management Plans	289

Amend CPO 10.58 of the plan as follows:

<b>CPO 10.58</b>	Require mobility management plans to be submitted with applications for trip intensive developments, including schools, significant employers, business parks and industrial estates.
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Chapter 10		
Proposed Amendment CH 10.23		
Section:	Heading	Page No.
10.7	Car Parking	290

Amend CPO 10.59 of the plan as follows:

CPO 10.59	Allow for the reduction in car parking standards in suitable <del>town-centre</del> locations in order to encourage a modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking.
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<b>Chapter 10</b>		
<b>Proposed Amendment CH 10.24</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
10.8	Bicycle Parking Facilities	291

Amend CPO 10.64 of the plan as follows:

CPO 10.64	Ensure the provision of appropriate Bicycle parking facilities <b>in convenient, secure location and sited as close as possible to the principal destination in all new developments</b> , as part of any new applications in urban areas to assist with supporting modal shift away from private cars to more sustainable modes of transport i.e. Cycling, Walking, Public Transport.
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<b>Chapter 10</b>		
<b>Proposed Amendment CH 10.25</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
10.8	Bicycle Parking Facilities	291

Insert new CPO after CPO 10.64 as follows:

Undertake a review of public cycle parking provision in Athlone and Mullingar in order to inform any future Urban Area Plan for Athlone and Local Area Plan for Mullingar **and support the undertaking of a review in all other towns and villages.**

Chapter 10		
Proposed Amendment CH 10.26		
Section:	Heading	Page No.
10.11	Water Supply Projects	292

Amend text to Section 10.11 of the plan as follows:

10.11.1. ~~Water Supply Project for the Eastern and Midland Region~~ National Water Resources Plan (NWRP):

Irish Water has identified key projects for the County which are included in Project Ireland 2040 to support planned development and maintain and improve existing services. In this context, Irish Water is currently progressing the first National Water Resources Plan (NWRP) which will set out the strategy of how we will move towards an environmentally sustainable, secure and reliable drinking water supply over the next 25 years. This plan involves assessing the external factors that will affect our water supplies, including changing environmental legislation, government policy on growth, spatial planning, water usage patterns and climate change. The Plan will provide a framework for developing new water supply assets to improve the reliability, sustainability and resilience of the water supply over future investment cycles; and the Council will seek to align its water supply policies with the NWRP framework.

Chapter 10		
Proposed Amendment CH 10.27		
Section:	Heading	Page No.
10.12	Water Quality and Groundwater	296

Amend CPO 10.84 of the plan as follows:

CPO 10.84	Support the preparation and development of Water Safety Plans / <del>of</del> Drinking Water Protection Plans and Source Protection Plans to protect sources of public water supply, in accordance with the requirements of the Water Framework Directive.
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Chapter 10		
Proposed Amendment CH 10.28		
Section:	Heading	Page No.
10.12	Water Quality and Groundwater	296

Insert new CPO after CPO 10.84 of the plan as follows:

New development proposals shall ensure that full consideration is given to the level of investment that will be required in the provision of water services, particularly in environmentally sensitive areas to ensure that the provision of water services does not negatively impact on habitat quality, species diversity or other environmental considerations.

Chapter 10		
Proposed Amendment CH 10.29		
Section:	Heading	Page No.
10.16.	Storm Water Management	302

Amend CPO 10.109 of the plan as follows:

CPO 10.109	Implement policies contained in the ' <i>Greater Dublin Strategic Drainage Study (GDSDS)</i> ' in relation to SUDS and climate change or any revision thereof.
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Chapter 10		
Proposed Amendment CH 10.30		
Section:	Heading	Page No.
10.17	Waste Management	303

Insert a new paragraph at end of Section 10.17 of the plan as follows:

In recent years there has been a move away from the disposal of waste to landfill. According to Section 22 of the '*Waste Management Act 1996*' as amended, there are 14 sites within Westmeath on the

Register for Closed landfills. Historic landfills are those unregulated facilities that operated for the recovery or disposal of waste pre 1977.

Since 1977, there are 2 other landfills in the county, namely Ballydonagh and Marlinstown, which were regulated under waste licence from the EPA and which are now closed (2010 and 2002 respectively). There is no open landfill operating in the county at present.

The Council has carried out a risk assessment on all unregulated landfills. Only 2 of those landfills (Moate & Lickbla) were identified from the preliminary Tier 1 risk assessment as having an associated high risk. Further risk assessment is required on the Lickbla facility. In the case of Moate, full remediation works are on-going at present and due for completion later this year. The two licenced landfills at Ballydonagh and Marlinstown, although closed, continue to be monitored by the Council in accordance with the conditions of the waste licences.

The Council will continue to support the remediation of former landfill sites listed in Table 10.4 below, subject to compliance with legislative and regulatory requirements.

<u>Site ID</u>	<u>Name</u>	<u>Location</u>
<u>S22-02425</u>	<u>Ballinliq</u>	<u>Clonmellon, Co. Westmeath</u>
<u>S22-02426</u>	<u>Castlepollard</u>	<u>Castlepollard, Co. Westmeath</u>
<u>S22-02434</u>	<u>Christianstown</u>	<u>Collinstown, Co. Westmeath</u>
<u>S22-02428</u>	<u>Coole</u>	<u>Coole, Co. Westmeath</u>
<u>S22-02429</u>	<u>Delvin</u>	<u>Delvin, Co. Westmeath</u>
<u>S22-02293</u>	<u>Golden Island</u>	<u>Athlone, Co. Westmeath</u>
<u>S22-02413</u>	<u>Kilbeggan</u>	<u>Kilbeggan, Co. Westmeath</u>
<u>S22-02416</u>	<u>Killucan</u>	<u>Killucan, Co. Westmeath</u>
<u>S22-02435</u>	<u>Lickbla</u>	<u>Lickbla, Co. Westmeath</u>
<u>S22-02417</u>	<u>Marlinstown</u>	<u>Mullingar, Co. Westmeath</u>
<u>S22-02418</u>	<u>Milltownpass</u>	<u>Milltownpass, Co. Westmeath</u>
<u>S22-02412</u>	<u>Moate</u>	<u>Moate, Co. Westmeath</u>
<u>S22-02415</u>	<u>Rochfortbridge</u>	<u>Rochfortbridge, Co. Westmeath</u>
<u>S22-02414</u>	<u>Tyrrellspass</u>	<u>Tyrrellspass, Co. Westmeath</u>

Chapter 10		
Proposed Amendment CH 10.31		
Section:	Heading	Page No.
10.17	Waste Management	304

Insert new CPO after Section 10.17 of the plan as follows:

Support the re-use of former landfill sites in the County for parklands, recreational, nature conservation and/or low carbon or renewable energy use, subject to compliance with all legislative and regulatory requirements.

Facilitate and support the regeneration of closed landfill sites in Westmeath. Any application for the reuse of former landfill sites will require a Masterplan to be prepared to include the following elements:

- Evaluation of the setting of the site
- Risk Assessment
- Detailed proposal for the after-use of the site
- Review of all legislative and regulatory requirements in relation to the remediation of the site
- Consultation with the EPA or other relevant statutory agencies
- Assessment of the social and economic benefits of the re-use of the site
- Analysis of public engagement undertaken.
- A “site manual” detailing landfill engineering features and pollution control systems.

Chapter 10		
Proposed Amendment CH 10.32		
Section:	Heading	Page No.
10.17	Waste Management	304

Insert new CPO after Section 10.17 of the plan as follows:

Promote and encourage the objectives of the ‘*Eastern Midlands Region Waste Management Plan 2015-2021*’ (or any subsequent plan) regarding the remediating of historic closed landfills prioritising actions to those sites which are the highest risk to the environment and human health. Any future development of lands incorporating historic closed landfills shall take full consideration of the environmental sensitivities of the local site and follow the national code of practice for assessment

and remediation of such sites. This may include obtaining an appropriate authorisation from the EPA to regulate the proposed remediation.

Chapter 10		
Proposed Amendment CH 10.33		
Section:	Heading	Page No.
10.18	Climate Action Policy Objectives	304

Insert new CPO after CPO 10.120 of the plan as follows;

It is a strategic aim of the county to reduce polluting emissions and support the implementation of measures to improve indoor and outdoor air quality by:

- Participating in, and facilitating national programmes of air quality monitoring,
- Support the development and promotion of the Air Quality Index for Health,
- Support the development of Local Air Quality Management Plans that identify pollution 'hot spots' and aim to reduce pollution through local action on emissions,
- Assessing radon levels in indoor settings in council properties and support the promotion of radon testing all indoor settings.

Chapter 10		
Proposed Amendment CH 10.34		
Section:	Heading	Page No.
10.19	Noise Pollution	305

Amend CPO 10.123 of the plan as follows:

CPO 10.123: Require all developments to be designed and operated in a manner that will minimise and contain noise levels, **having regard to relevant national guidelines and in the absence of national guidelines, to relevant international standards, where appropriate.**

Chapter 10		
Proposed Amendment CH 10.35		
Section:	Heading	Page No.
10.23.	Wind Energy	308

Amend text in Section 10.23 of the plan as follows:

In addition, potential applicants are advised to consult with the Department of Arts, Heritage and the Gaeltacht, The Forestry Service, the Irish Aviation Authority, [Failte Ireland](#) and other appropriate statutory and non-statutory bodies in areas which may require special protection. In general, the Council will encourage wind energy, provided such developments would not have an adverse effect on residential amenities, [tourism amenities](#), special landscape character, views or prospects, Natura 2000 sites, protected structures, aircraft flight paths or by reason of noise or visual impact. Applications for such developments will not be encouraged in Areas of High Amenity.

Chapter 10		
Proposed Amendment CH 10.36		
Section:	Heading	Page No.
10.23.2	Industrial Scale Wind Farms	308

Amend text in Section 10.23.2 of the plan as follows;

#### 10.23.2 Industrial Scale Wind Farms

The '*Regional Economic and Spatial Strategy for the Eastern and Midland Region (RSES)*' refers specifically to the after use of peatlands and consideration of their potential contribution to climate change mitigation and adaptation including renewable energy production. With a strong history of energy production and an extensive electricity transmission network in place, the potential exists in such peatland areas for a smooth transition to renewable energy sources. This approach should be informed by the preparation of a Holistic Management Plan that will address the future uses of ~~worked out~~ [former](#) industrial peatlands. The preferred locations for large scale energy production, in the form of windfarms, is onto cutover cutaway peatlands in the County, subject to nature conservation and habitat protection requirements being fully addressed.

Chapter 10		
Proposed Amendment CH 10.37		
Section:	Heading	Page No.
10.23.2	Industrial Scale Wind Farms	308

Amend CPO 10.136 of the plan as follows.

CPO 10.136	<p>Ensure that proposals for energy development demonstrate that human health has been considered, including those relating to the topics of:</p> <ul style="list-style-type: none"> <li>• Noise <del>(including consistency with the World Health Organisation's 2018 Environmental Noise Guidelines for the European Region);</del></li> <li>• Shadow Flicker (for wind turbine developments, including detailed Shadow Flicker Study);</li> <li>• Ground Conditions/Geology (including landslide and slope stability risk assessment);</li> <li>• Air Quality; and Water Quality;</li> <li>• Assessment of impacts on collision risk species (bird and bats).</li> </ul>
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Chapter 10		
Proposed Amendment CH 10.38		
Section:	Heading	Page No.
10.23.2	Industrial Scale Wind Farms	309

Amend CPO 10.132 in the plan as follows;

CPO 10.132	<p>Provide the following separation distances between wind turbines and residential dwellings:</p> <ul style="list-style-type: none"> <li>• 500 metres, where the tip height of the wind turbine blade generator is greater than 25 metres but does not exceed 50 metres.</li> <li>• 1000 metres, where the tip height of the wind turbine blade generator is greater than 50 metres but does not exceed 100 metres.</li> </ul>
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	<ul style="list-style-type: none"> <li>• 1500 metres, where the tip height of the wind turbine blade generator is greater than 100 metres but does not exceed 150 metres.</li> <li>• More than 2000 metres, where the tip height of the wind turbine blade generator is greater than 150 metres.</li> </ul>
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<b>Chapter 10</b>		
<b>Proposed Amendment CH 10.39</b>		
Section:	Heading	Page No.
10.23.2	Industrial Scale Wind Farms	309

Amend CPO 10.135 in the plan as follows;

CPO 10.135	<p>To strictly direct <del>Encourage</del> large-scale energy production projects, in the form of Wind Farms, onto cutover cutaway peatlands in the County, subject to environmental, landscape, habitats and wildlife protection requirements being addressed.</p> <p>In the context of this policy, industrial scale/large-scale energy production projects are defined as follows:</p> <p>Projects that meet or exceed any of the following criteria:</p> <ul style="list-style-type: none"> <li>- Height: over 100m to blade tip, or</li> <li>- Scale: More than five turbines, or</li> <li>- Output: Having a total output of greater than 5MW</li> </ul> <p>Developments sited on peatlands have the potential to increase overall carbon losses. Proposals for such development should demonstrate that the following has been considered:</p> <ul style="list-style-type: none"> <li>• Peatland stability; and</li> <li>• Carbon emissions balance.</li> </ul>
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<b>Chapter 10</b>
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Proposed Amendment CH 10.40		
Section:	Heading	Page No.
10.26	Bio-Energy	312

Amend Section 10.26 of the plan as follows:

There are many bio energy fuel sources and technologies, and several conversion alternatives (i.e. indirect sources that can be converted into biofuel). All dry resources; wood and wood residues (forest or sawmill residues) and dry agricultural residues such as straw, ~~can be combusted to produce heat, electricity or both, and can also be co-fired in existing solid fuel systems.~~ has the potential to be combusted to produce heat, electricity or both, in suitable designed boilers. However, it must be noted that for typical commercial and industrial biomass burners as well as domestic units, a high specification biomass fuel must be used. Forest and wood residues require larger more robust boiler units – typically those used to generate electricity from peat. Energy crops, principally short rotation coppice, can also produce dry fuels for combustion. Wet resources can be processed through anaerobic digestion, producing a methane rich gas for combustion. Such resources include agricultural slurries, sewage sludge, food and catering wastes and the biodegradable fraction of municipal solid waste. An additional bio-energy resource is landfill gas, which can be collected at landfill sites and then combusted to extract its energy value.

Chapter 10		
Proposed Amendment CH 10.41		
Section:	Heading	Page No.
10.26	Bio-Energy	312

Insert new CPO after Section 10.26 of the plan as follows

Support the development of an indigenous bioenergy sector, including the mobilisation of low value residual biomass for the production of renewable electricity



Chapter 10		
Proposed Amendment CH 10.42		
Section:	Heading	Page No.
10.4	Transport and Infrastructure - Public Transport Policies	283

Insert new CPO after CPO 10.36 of the plan as follows:

To support the upgrade of Mullingar rail line, to facilitate current increased use of rail travel and expected increase of Mullingar population.

Chapter 10		
Proposed Amendment CH 10.43		
Section:	Heading	Page No.
10.29	Non-Renewable Energy	314

Amend text in Section 10.29.1 of the plan as follows:

Eirgrid the national body responsible for the management of the electricity transmission network, have planned key investments, upgrading of the transmission network and new circuit build and reinforcement, to cater for continued demand in the ~~Linked Gateway~~ towns of Athlone and Mullingar.

The upgrading of the transmission network will facilitate power flows from both renewable and conventional sources to maximise the use of existing power corridors.

The Government Policy Statement on the Strategic Importance of Transmission and Other Energy Infrastructure (July 2012) acknowledges the strategic and economic importance of investment in networks and energy infrastructure. The Government endorses the major investment underway in the high voltage electricity system under EirGrid's Grid 25 Programme. The Planning Authority recognises the need for development and renewal of energy networks, in order to meet both economic and social policy goals and where appropriate, will consider the impact of proposed developments on the electricity grid network.

Chapter 10		
Proposed Amendment CH 10.44		
Section:	Heading	Page No.
10.15.1	10.15.1 Flood Source and Climate Change	300

Amend CPO 10.98 in the plan as follows:

“Ensure that a flood risk assessment is carried out for any development **proposal within 200m of a watercourse**, in accordance with the Planning System and Flood Risk Management (DoEHLG/OPW 2009). This assessment shall be appropriate to the scale and nature of risk to the potential development”

## 2.11 Chapter 11 Climate Action

Chapter 11		
Proposed Amendment CH 11.1		
Section:	Heading	Page No.
11.3	Climate Action Policy Objectives	330

Insert new CPO after CPO 11.8 of the plan as follows:

To review the outcomes of the Development Plan Guidelines, as adopted, and take any steps considered necessary to align with the approach to climate action recommended in the guidelines over the lifetime of the Plan

Chapter 11		
Proposed Amendment CH 11.2		
Section:	Heading	Page No.
11.3	Climate Action Policy Objectives	330

Insert new CPO after CPO 11.8 of the plan as follows:

Work with the NTA to undertake analysis in relation to modal shift between settlements and derive a realistic modal change target for the county.

Chapter 11		
Proposed Amendment CH 11.3		
Section:	Heading	Page No.
11.3	Climate Action Policy Objectives	330

Insert new CPO after CPO 11.8 of the plan as follows;

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

<b>Chapter 10</b>		
<b>Proposed Amendment CH 11.4</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
11.3	Climate Action Policy Objectives	330

Insert new CPO after CPO 11.8 of the plan as follows:

To engage with, as necessary, with the Eastern & Midland Regional Assembly's EPSON EU research project (QGasSP) which seeks to identify a robust methodology for quantifying the relative GHG impacts of alternative spatial planning policies.

<b>Chapter 10</b>		
<b>Proposed Amendment CH 11.5</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
11.3.10	Climate Action Policy Objectives	330

Insert new CPO after CPO 11.8 of the plan as follows:

To support the development of both climate mitigation and climate adaptation initiatives and seek funding for the implementation of these initiatives from available sources including the Department of Communications, Climate Action & Environment's Climate Action Fund.

## 2.12 Chapter 12 Natural Heritage & Green Infrastructure

Chapter 12		
Proposed Amendment CH 12.1		
Section:	Heading	Page No.
12.8	Natura 2000 Sites Policy Objectives	348

Insert a footnote at the end of both CPO 12.5 and CPO 12.6 of the plan as follows;

<b>CPO 12.5</b>	<p>Ensure that no plans, programmes, etc. or projects giving rise to significant cumulative, direct, indirect or secondary impacts on European Sites arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall be permitted on the basis of this Plan (either individually or in combination with other plans, programmes, etc. or projects).</p> <p>“Footnote: Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be a) no alternative solution available, b) imperative reasons of overriding public interest for the project to proceed; and c) Adequate compensatory measures in place”.</p>
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<b>CPO 12.6</b>	<p>Ensure that any plan or project that could have a significant adverse impact (either by themselves or in combination with other plans and projects) upon the conservation objectives of any Natura 2000 Site or would result in the deterioration of any habitat or any species reliant on that habitat will not be permitted.</p> <p>“Footnote: Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be a) no alternative solution available, b) imperative reasons of overriding public interest for the project to proceed; and c) Adequate compensatory measures in place”.</p>
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Chapter 12		
Proposed Amendment CH 12.2		
Section:	Heading	Page No.
12.10	Rare and Protected Species and their Habitats	353

Amend CPO 12.20 of the plan as follows:

CPO 12.20	Protect and conserve NHAs and pNHAs including NHAs that become designated and notified to the Local Authority during the lifetime of the Plan and seek to develop linkages between designated sites, where feasible and as resources permit.
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Chapter 12		
Proposed Amendment CH 12.3		
Section:	Heading	Page No.
12.10	Rare and Protected Species and their Habitats	353

Amend CPO 12.21 of the plan as follows:

CPO 12.21	Lighting fixtures should provide only the amount of light necessary for personal safety and should be designed so as to avoid creating glare or emitting light above a horizontal plane. Lighting fixtures should have minimum environmental impact and Dark Sky lighting should be considered in the interest of reducing the impact of lighting on wildlife as part of any future planning application, thereby contributing towards the protection of amenity and the protection of light sensitive species such as bats. EUROBATS guidelines should be applied in informing proposed development(s), where relevant.
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Chapter 12		
Proposed Amendment CH 12.4		
Section:	Heading	Page No.
12.10	Rare and Protected Species and their Habitats	353

Insert new CPO after CPO 12.21 of the plan as follows:

Require, in special circumstances, that an *'Ecological Impact Assessment (EcIA)'* prepared by a suitably qualified and indemnified person be undertaken for a proposed development which may potentially have a significant impact on rare and threatened species.

Chapter 12		
Proposed Amendment CH 12.5		
Section:	Heading	Page No.
12.11	Local Sites of Biodiversity Value and Non-Designated Sites	354

Insert new CPO after CPO 12.24 of the plan as follows:

Investigate a protocol in relation to the application of an ecosystems services scoring approach to inform the assessment of planning applications.

Chapter 12		
Proposed Amendment CH 12.6		
Section:	Heading	Page No.
12.14	Trees, Woodlands and Hedgerows	358

Insert new CPO after CPO 12.38 of the plan as follows:

Support increases in tree cover in all towns and villages across Westmeath due to air quality, shade, aesthetic and health benefits they provide.

Chapter 12		
Proposed Amendment CH 12.7		
Section:	Heading	Page No.
12.14	Trees, Woodlands and Hedgerows	358

Insert new CPO after CPO 12.40 of the plan as follows:

Support the development of a plan for the protection and maintenance of public trees in urban areas.

Chapter 12		
Proposed Amendment CH 12.8		
Section:	Heading	Page No.
12.14	Trees, Woodlands and Hedgerows	358

Insert new CPO after CPO 12.40 of the plan as follows:

Require, where necessary, a Tree Management Plan to be submitted as part of new development proposals. Ensure that, where possible, established trees are incorporated into the overall design of new developments and are fully protected during development works in accordance with BS standards.

Chapter 12		
Proposed Amendment CH 12.9		
Section:	Heading	Page No.
12.14	Trees, Woodlands and Hedgerows	358

Insert new CPO after CPO 12.40 of the plan as follows:

Support the preparation of a Tree Planting Policy for the County which promotes biodiversity and indigenous tree planting.



Chapter 12		
Proposed Amendment CH 12.10		
Section:	Heading	Page No.
12.17	Peatlands	361

Amend Section 12.17 of the plan as follows:

The Council recognises the importance of peatlands as a major natural, archaeological and non-renewable resource **in addition to recognising the important historical traditions and peat management skills associated with cutting turf for domestic use.** In their natural state peatlands act as long-term sinks for atmospheric carbon dioxide. Peatlands are the most important long-term carbon store in the terrestrial biosphere. They sequester and store atmospheric carbon for thousands of years. Given the extent of intact raised bogs in Westmeath, considerable potential exists to use this valuable resource to mitigate against the impacts of climate change.

Chapter 12		
Proposed Amendment CH 12.11		
Section:	Heading	Page No.
12.17	Peatlands	361

Amend CPO 12.58 of the plan as follows:

CPO 12.58	Exercise control of peat extraction, both individually and cumulatively, which would have significant impacts on the environment, <b>in accordance with legislative provisions, in the interest of protecting and enhancing biodiversity and addressing climate change.</b>
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Chapter 12		
Proposed Amendment CH 12.12		
Section:	Heading	Page No.
12.17	Peatlands	362

Insert new CPO after CPO 12.65 of the plan as follows:

Support the implementation of the 'National Raised Bog Special Areas of Conservation Management Plan 2017-2022' within the County.

Chapter 12		
Proposed Amendment CH 12.13		
Section:	Heading	Page No.
12.20	A Green Infrastructure Strategy for Westmeath	364

Amend text in section 12.20 of the plan as follows:

A Green Infrastructure Strategy will include provisions for improved access across Westmeath through improved walking and cycling routes, **that would include looped walks and cycles both through towns and rural area**, whilst also ensuring adequate protection to the existing environment and ecology of the landscape.

Chapter 12		
Proposed Amendment CH 12.14		
Section:	Heading	Page No.
12.22	Greenways	368

Amend text in section 12.76 of the plan as follows:

Support the development of implementation plans for greenways throughout the county together with supporting environmental assessments.

<b>Chapter 12</b>		
<b>Proposed Amendment CH 12.15</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
12.24	Public Rights of Way	369

Amend CPO 12.81 of the plan as follows:

Review and protect existing public rights of way for the common good and bring forward proposals for the creation of public rights of way (including access to historical sites and graveyards). Where appropriate, links to established public rights of way in adjoining counties will be identified.

## 2.13 Chapter 13 Landscape & Lake Amenities

Chapter 13		
Proposed Amendment CH 13.1		
Section:	Heading	Page No.
13.15	Character Area 9 Hill of Uisneach	378

Insert new CPO in section 13.15 of the plan as follows:

Any significant, industrial and or infrastructural developments (excluding residential; agricultural buildings; tourism; greenway; cultural; educational or community buildings), which would impact upon Uisneach and or its protected views will not be permitted due to the sensitivity of the site.

Chapter 13		
Proposed Amendment CH 13.2		
Section:	Heading	Page No.
13.19	Lake Amenities	382

Insert new CPO after CPO 13.33 of the plan as follows:

Promote and enhance the lakes within Westmeath and to develop their natural occurring resources.

Chapter 13		
Proposed Amendment CH 13.3		
Section:	Heading	Page No.
13.20	Lough Ree	384

Amend CPO13.40 of the plan as follows:

Explore options for a lakeside walkway from Meehan Point to Coosan Point, incorporating local features such as Bog Lough in consultation with the local community.

Chapter 13		
Proposed Amendment CH 13.4		
Section:	Heading	Page No.
13.20	Lough Ree	385

Insert new CPO after CPO 13.53 of the plan as follows:

Support the use of suitable marginal lands in Council ownership for community projects such as neighbourwood schemes and biodiversity projects.

Chapter 13		
Proposed Amendment CH 13.5		
Section:	Heading	Page No.
13.24	Lough Lene	389

Amend CPO 13.76 of the plan as follows:

Consider the establishment of walking routes along the northern shore of the lake, to link with Collinstown Village, Harte's Rock, Fore and Coillte lands, consistent with Habitat Management Plan objectives for the area.

Chapter 13		
Proposed Amendment CH 13.6		
Section:	Heading	Page No.
13.26	Views and Prospects	390

Amend text under section 13.26 of the plan as follows:

Pre-planning discussions with the Planning Authority are essential to agree suitable assessment points for views of strategic and local significance in order to enable the proper visual assessment of a development proposal, in accordance with *"Guidelines for Landscape and Visual Assessment (Third Edition) (GLVIA3)"*.

## 2.14 Chapter 14 Cultural Heritage

Chapter 14		
Proposed Amendment CH 14.1		
Section:	Heading	Page No.
14.3	Archaeology Heritage	394

Insert new CPO after CPO 14.9 of the plan as follows;

Extensions to archaeologically significant burial grounds will only be permitted, in the event the extension would not constitute a proven risk to archaeological heritage, by means of a direct impact on archaeological features.

Chapter 14		
Proposed Amendment CH 14.2		
Section:	Heading	Page No.
14.3	Archaeology Heritage	394

Insert new CPO after CPO 14.13 of the plan as follows;

Ensure that all proposed development affecting disturbance to peatlands is subject to archaeological monitoring, in consultation with the Department of Culture, Heritage and the Gaeltacht, unless otherwise agreed with the Planning Authority.

Chapter 14		
Proposed Amendment CH 14.3		
Section:	Heading	Page No.
14.6	Architectural Heritage	397

Insert new CPO under Section 14.6 of the plan as follows;

To support initiatives to identify architectural heritage that may be under threat due to climate change or neglect and progress measures and, where possible, support the protection of at risk architectural heritage.

Chapter 14		
Proposed Amendment CH 14.4		
Section:	Heading	Page No.
14.7	Protected Structures	398

Amend heading under Section 14.7 of the plan as follows:

Architectural Heritage and Protected Structures Policy Objectives.

Chapter 14		
Proposed Amendment CH 14.5		
Section:	Heading	Page No.
14.10	Historic Parks, Gardens and Demesnes	402

Insert new CPO after CPO 14.49 of the plan as follows;

Support the undertaking of a review of historic designed landscapes, demesnes and gardens within the County.

Chapter 14		
Proposed Amendment CH 14.6		
Section:	Heading	Page No.
14.11	Industrial Heritage	403

Insert new CPO after CPO 14.52 of the plan as follows;

Encourage the conservation of industrial heritage, in particular the equipment, machinery and techniques developed by Bord na Móna and support the development of an industrial heritage museum, interpretative centre or education centre at a suitable location in the County.

## 2.16 Chapter 16 Development Management Standards

Chapter 16		
Proposed Amendment CH 16.1		
Section:	Heading	Page No.
16.2.1	Urban Design Principles	420

Amend CPO 16.2 of the plan as follows:

CPO 16.2	Achieve the delivery of high-quality built environments ensuring that development is designed to a high standard in line with the <i>'Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities and Best Practice Urban Design Manual (DoECLG 2009)'</i> , the <i>'Urban Development and Building Heights Guidelines for Planning Authorities'</i> (2018) and <i>'Specific Planning Policy Requirements'</i> (SPPRs) 1 – 4 (inclusive), the core strategy for the county and other planning considerations.
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Amend CPO 16.19 of the plan as follows:

CPO 16.19	Proposals for new apartment schemes should be designed in line with design criteria as set out in the 2018 Ministerial Guidelines – <i>'Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities'</i> (or any subsequent update.) and <i>'Specific Planning Policy Requirements'</i> (SPPRs) 1 – 9 (inclusive)
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Chapter 16		
Proposed Amendment CH 16.2		
Section:	Heading	Page No.
16.2.1	Urban Design Principles	420

Amend Table 16.2 of the Plan as follows.

Land Use	Unit	Countywide		Designated Town Centre Area	
		Min. /Unit	Max. Space	Min. Space/Unit	Max.
Residential	Dwelling		1.00	⊖ 1.00	
Visitor Parking for Residential	1 visitor space for every three dwellings		1.00	⊖ 1.00	
Shopping	100m <sup>2</sup> gross floor area		6.00		3.00
Retail Warehousing	100m <sup>2</sup> gross floor area		3.00		3.00
Cash & Carry	100m <sup>2</sup> gross floor area		2.00		2.00
Manufacturing	100m <sup>2</sup> gross floor area		2.00		1.00
Warehousing	100m <sup>2</sup> gross floor area		1.50		1.50
Office	100m <sup>2</sup> gross floor area		3.00		1.50
Bank/Financial Institutions	100m <sup>2</sup> gross floor area		5.00	⊖ 1.00	
Bar, function room	100m <sup>2</sup> gross floor area		6.00	⊖ 1.00	
Restaurant	100m <sup>2</sup> gross floor area		6.00	⊖ 1.00	
Take-away	Unit		5.00	⊖ 1.00	
Hotel/ Guest House	Bedroom		1.00		0.50

<b>Hospital</b>	Bed	0.33	0.10
<b>Nursing Home</b>	Bed	0.33	0.10
<b>Clinics and Group Medical Practices</b>	Consulting room	3.00	1.50
<b>Sports Hall/Club</b>	100m <sup>2</sup> gross floor area/ plus each court	2.00	⊖ 1.00
<b>Cinema, theatre, Stadium auditorium</b>	Per 4 seats	1.00	1.00

Table 16.2 Car Parking Standards.

Chapter 16		
Proposed Amendment CH 16.3		
Section:	Heading	Page No.
16.3.2	Residential Density	427

Insert new CPO'S after CPO 16.24 of the plan as follows:

New development proposals should be fully permeable for walking and cycling and the retrospective implementation of walking and cycling facilities should be undertaken where practicable in existing neighbourhoods, in order to a give competitive advantage to these modes for local trip making.

Where possible, new residential developments should provide for filtered permeability, i.e. provide for walking, cycling, public transport and private vehicle access while restricting or discouraging private car through trips.

Chapter 16		
Proposed Amendment CH 16.4		
Section:	Heading	Page No.
16.4	Roads and Transportation	433

Amend CPO 16.34 in the plan as follows:

CPO 16.34	<p><u>Traffic Management and Road Safety</u></p> <p>All new road layouts should be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and relevant TII publications. <del>Design Manual for Roads and Bridges (DMRB).</del></p> <p>Development proposals should also include provision for a sustainable modal split, with pedestrian and cycling facilities recognised as an important aspect of new design proposals.</p> <p><u>Road Safety Audit</u></p> <p>A Road Safety Audit may be required to demonstrate that a proposed development does not pose a risk to road users, create a traffic nuisance or contribute to congestion. It should be carried out on all new national road infrastructure projects and on any schemes/proposal which results in a permanent change to the layout of a national road by suitably competent persons, in accordance with TII Publications GE-STY-01024 Road Safety Audit). <del>the TII's Traffic and Transport Assessment Guidelines.</del></p> <p><u>Road Safety Impact Assessment (RSIA)</u></p> <p>A Road Safety Impact Assessment (RSIA) provides a strategic comparative analysis of the impact of a new road, or for substantial modifications to an existing road, on the safety performance of the road network as defined within the EU Directive on Road Infrastructure Safety Management (EU RISM) 2008/96/EC. The RSIA should be prepared by suitably competent persons, in accordance with TII Publications PE-PMG-02001 Road Safety Impact Assessment.</p> <p><u>Traffic and Transport Assessments (TTAs)</u></p> <p>Development proposals that are likely to create significant vehicular movements will be required to undertake a site-specific assessment to demonstrate the impact of the proposal on the integrated transport system by means of a Transport and Transport Assessment (TTA). The TTA should include an assessment of the impact of the proposal on the full range of modes of transport and incorporate traffic impact statements, road</p>
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safety audits and measures to maximise accessibility of non-private car related movement, *carried out by suitably competent persons, in accordance with the 'TII's Traffic and Transport Assessment Guidelines'.*

Mobility Management Plans (MMPs)

(Refer Chapter 10, Section 10.6 Mobility Management Plans for instances where MMPs are required)

Mobility Management Plans should include achievable measures to reduce dependency on private car use for daily commutes and incorporate where possible;

- Measures to promote use of public transport, cycling and walking;
- Car sharing/carpooling;
- Charges for parking;
- Staggered working/business hours.

Mobility Management Plans may be subject to annual reviews. It is recognised that the first (and subsequent) annual reviews of an Mobility Management Plan are the key stages in making them tangible as they will be tailored to real travel-to-work patterns and not a generic model based upon assumptions).

Chapter 16		
Proposed Amendment CH 16.5		
Section:	Heading	Page No.
16.4.1	Parking Standards	436

Amend CPO 16.36 of the plan as follows:

CPO 16.36	Assess all planning applications for development having regard to the cycling storage requirements set out under Table 16.3 below, <b>which are considered to be a minimum requirement.</b>
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Chapter 16		
Proposed Amendment CH 16.6		
Section:	Heading	Page No.
16.5	Retail Development	437

Amend CPO 16.38 of the plan as follows:

CPO 16.38	<p><u>Service Stations</u></p> <p>In assessing planning applications for service stations, the following considerations will be taken into account:</p> <ul style="list-style-type: none"> <li>▪ Forecourt Store/Retail unit associated with a petrol filling station should generally not exceed 100sqm net floor area. Where an increase in this standard is sought, the Sequential Approach to retail development shall apply i.e. the retail element shall be assessed similar to an application for a standalone retail development in the same location.</li> <li>▪ Forecourt shops should be designed and sited to facilitate safe pedestrian and bicycle access, with unimpeded access for delivery vehicles. The safety aspects of circulation and parking within the station forecourt should be demonstrated fully.</li> <li>▪ Design and layout of service stations and forecourts should be of high-quality and integrate with the surrounding built environment. In urban centres, where the development would be likely to have a significant impact on the historic or architectural character of the area, the use of standard corporate designs and signage may not be acceptable.</li> </ul>
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	<ul style="list-style-type: none"> <li>▪ Forecourt lighting, including canopy lighting, should be contained within the site and should not interfere with the amenities of the area.</li> <li>▪ Ancillary services such as car wash services should be sited so as not to result in queueing onto the public road network or negatively impact on neighbouring residential amenities.</li> <li>▪ Rapid EV charging point(s) should be provided and clearly demarcated with appropriate signage, in collaboration with ESB networks.</li> <li>▪ The provision of off-line motorway service areas at national road junction and road side service facilities on non-motorway national roads and junctions will be considered having regard to Section 2.8 of the DoECLG Spatial Planning and National Road Guidelines and the TII Policy on Service Areas</li> <li>▪ <del>Service stations and associated truck parking facilities in locations at or near national roads will be assessed having regard to the Spatial Planning and National Roads Guidelines for Planning Authorities (2012).</del></li> </ul>
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<b>Chapter 16</b>		
<b>Proposed Amendment CH 16.7</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
6.6	Community Infrastructure and Facilities	439

Amend CPO 16.43 of the plan as follows:

Education Facilities

The location and provision of schools and other educational facilities are an integral part of the evolution of compact sustainable urban development and the development of sustainable communities, both in an urban and rural context. In this regard, the Council seeks to undertake planned approach to education provision and the location of new school facilities within settlements and with access to public transport and active travel modes, where feasible.

In assessing planning applications for educational facilities, the following considerations will be taken into account:

Compliance with the ‘*Guidelines on The Provision of Schools and the Planning System – A Code of Practice*’ (2008).

The need for school accommodation.

Justification for proposed site location

Details on accessibility, including pedestrian, cycle and public transport provisions and linkages to the proposed development. **In this regard, schools should be located in such a manner as to maximise the number of pupils who will live within walking and cycling distance, connected by a safe and continuous network serving these modes. The design of school facilities should prioritise accessibility by non-car modes and encourage reduced use of the private car.**

Adequate and safe set-down and collection areas to facilitate peak traffic movements and adequate car parking for staff.

Mobility Management Plan for the proposal having regard to the National Transport Authority publication 'Workplace Travel Plans: A Guide for Implementers and the Toolkit for School Travel'.

Adequate play area(s) for pupils

Chapter 16		
Proposed Amendment CH 16.8		
Section:	Heading	Page No.
16.6	Community Infrastructure and Facilities	439

Insert new CPO after CPO 16.43 of the plan as follows:

**The Council shall prioritise road safety and traffic calming measures near or at all schools within County Westmeath.**

Chapter 16		
Proposed Amendment CH 16.9		
Section:	Heading	Page No.
16.8	Tourism	441

Amend Section 16.8 of the plan as follows:

The Council promotes and encourages ~~sustainable forms of tourism, niche tourism and recreation in the countryside, where appropriate. Certain facilities and amenities, and associated services, are often required to support the enjoyment of tourism and recreational attractions, including areas of High Amenity value. Examples of facilities of this type ancillary to tourism include car parks, viewing~~

~~points, sanitary facilities and cafes.~~ a tourism industry that is economically, socially and environmentally sustainable including recreation in the countryside, where appropriate.

<b>Chapter 16</b>		
<b>Proposed Amendment CH 16.10</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
16.8	Tourism	442

Amend CPO16.50 Bullet point 4 of the plan as follows:

In terms of sustainable ~~forms of niche~~ tourism and recreation, facilities should be located within existing structures, or in buildings of character requiring renovation or in traditional farm houses, where possible **and if appropriate**. Where new buildings are proposed, they should be modest in scale, sensitively located and designed having regard to existing buildings, topography and landscaped and be adequately serviced and suitably managed.



### 3. Appendix 4 – Westmeath Retail Strategy

Appendix 4		
Proposed Amendment APDX 4.1		
Section:	Heading	Page No.
Appendix 4	Westmeath Retail Strategy	

Update terminology in the Westmeath County Retail Strategy (Appendix 4) in line with terminology used in the NPF and RSES.

## 4. Appendix 5 - List of Protected Views and Amenity Areas

Appendix 5		
Proposed Amendment APDX 5.1		
Section:	Heading	Page No.
APPENDIX 5	List of Protected Views and Amenity Areas	lxxxviii-c

Insert new view after Viewpoint Number 35 of the plan as follows:

Hill of Uisneach Panoramic View