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Urban rural divide in Active living policy: How Active Living is Integrated into of Irish Counties Development Plans

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Urban rural divide in Active living policy:

How Active Living is Integrated into of Irish Counties Development Plans

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1. Introduction

“If a drug was developed that lowered the risk of developing heart disease and cancer by 40%, Governments across the world would rush to make sure their citizens had access to it. This drug already exists, albeit it is not in pharmaceutical form. It’s called ‘cycling to work’.” (Donovan, 2022, p. 2) This quote from the Cork City Cycling Committee chair helps illustrate how important active living has become to public health. Public health, in general, aims to increase the general health of a population rather than addressing individual illnesses, instead aiming at improving the human condition in order for individuals to be less susceptible to illness or chronic disease, being one of the primary forms of preventative health measures (Winslow, 1920). An ever-increasing public health crisis is obesity, which is primarily caused by inactivity and overconsumption of unhealthy foods. Public health problems can be addressed at many different levels of government, depending on which level is best suited to deal with any particular issue. Examples of addressing obesity include food labelling at the European Union level and Cycling paths at the city municipality level (Aldred et al., 2024). Increased daily physical activity, also called active living, has been shown to, even in minor or moderate quantities, decrease risks of obesity and chronic disease, especially cardiovascular disease (Frankish et al., 1982). One of the leading solutions to increase active living is to redesign the environment in which people live to encourage them to walk or cycle more, increasing their physical activity. Walk/Cycleways must be addressed at the local municipal level. In contrast, regional or national governance can address larger infrastructure projects, leading to multilevel governance required for efficient implementation. Although national plans are essential, policies are implemented at the local level to affect the built environment. Research into the rural and Urban divide is especially poignant for the topic of active living. With active living at an all-time low and seemingly worse in rural regions, how governments and municipal levels create policies to address this has increased in importance.

2. Literature review

Transportation

Transportation has changed dramatically in the past century, and accordingly, the policies addressing it have changed alongside it. Transportation, due to its all-encompassing nature, has increasingly, in recent years, become inextricably linked to other policy issues such as environment, energy, and, importantly for this thesis, health (Button, 1998). Although many articles address the link between health and transport, there is a consensus. The literature agrees that cars are a leading cause of a sedentary lifestyle. The built environment often exacerbates this issue, with infrastructure being designed more for car use than other forms of transport. According to Douglas et al. (2011), the convenience of cars as a mode of transport allows and motivates people to engage in sedentary living. Cars are used instead of more active transport such as walking and cycling; public transport like buses and trains can provide more activity due to walking from bus/train stops rather than just parking on location (Douglas et al., 2011). The alternatives to car infrastructure are explored extensively throughout the literature. Some others, such as Button (1998), look at how Europe and America have built their environments differently, leading to different car cultures. He addresses how cities have been built in Europe and the US, affecting people's options when it comes to public transport. He advocates for the US to use specific European models of public transport while learning from the mistakes of others. Much emphasis is placed on how the structure of cities and the access to affordable alternatives affect people's choices for public transport. Other literature, such as that of Woodcock (2024), uses natural experiments as examples of how policies can increase active living, with this example from outer London, where active transportation was increased, such as walkways and cycling. There were also moves to restrict car use, such as creating low-traffic neighbourhoods. The article examines how much it succeeded in its goals and what benefits it gave. It found that health costs decreased over 20 years due to increased physical activity, yearly mortality decreased, life expectancy increased, and fewer sick days indicated overall better health due to physical activity (Aldred et al., 2024, p.12). The health aspects of transport seem primarily in the realm of active living with the goal of increasing how much people move around.

Active living

Active living as a concept is becoming more relevant to public health officials and individuals alike. Active living's importance has grown with the growth of the obesity epidemic and increased office and online work and hobbies. Articles referring to active living have changed over time, with older articles addressing the issue as an individual issue while more contemporary research looks into built factors. The article by Frankish et al. (1982) examines the impact of active living and how it can be promoted. Importantly, it states the health risks linked to a sedentary lifestyle, among these cardiovascular health leading to increased risk of heart attacks, strokes, and other related conditions. A sedentary life has also been linked to more general health risks as well as mental health risks (Frankish et al., 1982, p. 287). The article states that active living is a reliable method for preventative medication as it maintains people's immune systems and mental well-being. The article states what measures promote and restrict recreational active living, naming individual, community, and institutional factors. On the individual level, health beliefs can motivate individuals to engage in active living. There are also societal factors that can increase one's access and willingness to engage in active lifestyles. Constraints can exist that lower physical activity; this can be time constraints, lack of access, economic restrictions, and lack of social support. Increased active living can improve many of those conditions. Increased active living will lead to increased fitness industries, social motivation, and communities that engage in active living, leading to easier access for individuals. It reiterates that even moderate physical activity can reduce stress, moderate weight gain, and improve mental health. The article states many physical, social, and physiological aspects of active living. It also states that due to the multifaceted nature of active living, it is not solely a health policy issue. The article, however, is indistinct in how policymakers can make an influence instead of looking at more individual factors that may affect society. The focus on mostly individual and community action rather than policy or environmental considerations

effectively blames sedentary living on the individual rather than considering the built environmental factors and policy-related factors (Frankish et al., 1982, p. 290). The article by Giles-Corti et al. (2015) tries to fill this gap by looking at how researchers and policymakers can work together to address active living. The article focuses on how active living and being interdisciplinary require policymakers and practitioners to work together to create workable policies that can effectively address the issue. It further pushes for increased research on active living research to help advise policymakers and practitioners.

The article advocates for using "natural experiments" by using existing policy initiatives as cases to study (Giles-Corti et al., 2015, p. 238). The information gathered by these experiments and those that have already been conducted should then be disseminated throughout the population and among policymakers through knowledge brokers, lobbyists, and more. The main argument of the article is on the 'research translation gap' pointing to examples of UK officials and policymakers replying "tell us something we don't know" when presented with research pointing to the link between built environments and active living (Giles-Corti et al., 2015, p. 235). The article makes it clear that, in many cases, it is not a lack of knowledge about the research that causes action from policymakers but instead the need for translation to the world of policy. According to the article, ways to address this are increasing personal communication between policymakers and researchers, more timely research that addresses ongoing issues, and summaries that include policy recommendations. By doing this, the article has found that researchers find new research questions that directly relate to policy making, and policymakers are kept up to date with new research. Having personal relationships between researchers and policymakers ensures rapid information flow, allowing both to do their jobs and benefit from each other more effectively. To help improve this, the article suggests increasing the research reward system to incentivize engagement with policymakers by emphasising policy-relevant research and effecting communication of findings in the policy-making context (Giles-Corti et al., 2015, p. 239). The article's focus on how to better translate research to policy is vital to ensure that the same mistakes are avoided. When active living is addressed as a concept, however, most research seems to be on urban areas, and the recommended policies are even more urban-centric.

Active Living Rural

The lack of active living research and resources provided to rural regions is unfortunate due to the prevalence of sedentary lifestyles in rural areas, leading to often higher rates of obesity and chronic cardiovascular disease (Meyer et al., 2016). A consistent theme in rural active living literature is that urban active living policies have been transposed onto rural regions without the proper translations and adaptations. The literature indicates that much of the disparity between rural and urban is due to a lack of access. According to Hansen et al. (2015), factors such as long distances with poor or nonexistent public transport options are significant. Furthermore, they state that active recreation, such as parks and sports facilities, is often scarce in rural areas. Studies have also found that people in rural environments are less exposed to information regarding active living, which leads to less interest in active living. They also discuss how there is no one policy solution due to rural regions being heterogeneous (Hansen et al., 2015). Meyer et al. (2016) bring up the socio-economic causes that lead to less active living, with rural regions tending to be poorer. Both articles bring up the urban-centric view research on active living has with few rural-specific solutions. Both articles discuss reasonable solutions to increasing active living in rural regions. Hansen et al. (2015) focus on schools' role as community centres with often built-in sports facilities. Hansen et al. state that health habits can be installed and maintained by increasing physical activities in children and allowing adults to participate in community events and after-school activity clubs. The focus is also placed on increasing the safety and availability of walking paths to schools so that people, especially kids, can walk or cycle into school. Meyer et al. (2016) focus on a multilevel approach addressing individuals, the environment, and policies, looking at how the natural environment can be used for active living, such as increasing walkways through rural regions. Although mentioning multilevel interventions, the articles address the between individual communities and governments and do not look at how government funds are allocated and implemented by the local rural vs. urban

governments. Most works on active living focus on the built environment of Urban areas with a focus on public transport and walkways that, in many situations, are not feasible in rural areas due to the extensive travelling distances and low population density. This can make many active living practices unviable in those areas (Hansen et al., 2015).

Putting these together, how active living intersects with municipal governance will be examined. And the differences in the functioning of urban and rural regions. Urban and rural regions have differing issues with active living, but most solutions provided are urban-specific. This leads to the question:

Q: Do rural and urban municipalities differ in their policies impacting active living?

3. Theoretical Framework

To understand how municipal active living policy may differ between rural and urban environments several areas need to be examined in greater depth. The topics of health, policy, and multilevel governance must be examined to draw a comprehensive prediction of how these factors may interact. Active living itself is both an academic area of research as well as an individual and policy goal. As stated earlier, active living has been linked to decreased obesity, cardiovascular and chronic disease while improving mental health and life expectancies (Frankish et al., 1982; Hansen et al., 2015). For these reasons, active living first emerged as an individual movement rather than a governmental goal.

For this reason, early active living research and theories focused on individual health and individual methods of incorporating active living into daily life, as seen in Frankish et al.'s article (1982). As the importance of active living became more relevant, the focus shifted with theories of increasing active living shifting to interpersonal, environmental, and policies. Other disciplines have also begun to engage with active living. Notably, transportation officials and urban planners have looked into active living to decrease city congestion and air pollution (Sallis et al., 2006, p. 298). It can be expected from here that active living will be a prominent feature in many of the transport sections of the municipal policies. Focus has also grown to include multiple other areas where active living can be implemented.

Sallis et al. (2006) divide active living into four "active living domains." These include active recreation, active transport, occupational activity, and household activities. The focus of active living has shifted to focus more on these built environment issues. These domains mean that the built environment should be seen as something other than purely infrastructure-based or individual-based, with the construction of workplaces, schools, and homes having equal importance for improving active living. Policies about schools, workplaces, and parks are likely also to be used for active living. The built environment is the theory that the environment people construct, such as cities or towns, impacts individual behaviour (Vischer, 2008). The relationship between an environment and active living can be complex, as it can have both positive and negative effects of active living. Environments built to favour cars over pedestrians or a lack of stairs inside a building are examples of the negative impact built environments can have on active living. The built environment's relationship with active living is influenced by sociodemographic characteristics, individual and cultural variables, and safety and time constraints, which make the relationship complex (Hansen et al., 2015, p. 485). Most research done on the built environment focuses on the urban and suburban environments. Due to this focus, most built environment solutions are aimed at high-density locations and are unsuitable for sparsely populated rural regions. Examples of such are public transport and walkways, which in truly rural regions often can not function in the ways they function in urban or suburban areas (Brown, 2022). Municipal policies in the realm of transport and town design are likely to be more urban-focused, with rural regions placing less emphasis on these factors. Examples of built environment applied to rural regions are mainly focused on downtowns of rural towns and the infrastructure of rural towns and villages, which are often insufficient and only affect a small portion of the rural population (Hansen et al., 2015). The articles that focus on active living in rural regions tend to put more emphasis on the other "active living domains" outside of transport, with the occupational domain, meaning workplaces and schools, being seen as especially vital as a form of built environment in rural areas (Hansen et al., 2015, p. 487).

Two main theoretical standpoints will be investigated when looking at the policy side. First is institutionalism, which gives an indication of why the policy may be coming into force. Institutionalism deals with how institutions, including norms and values, can influence organisations and individuals (Dacin et al., 2002). Institutionalism ideas can be seen throughout

the literature addressing active living. Examples include increasing walkability and cycling infrastructure while disincentivizing cars, which are policies aimed at changing the norms of individual transportation (Button, 1998). In other active living domains, the emphasis is often placed on schools in rural environments. The goal is to increase active living at an early age to build good habits (Hansen et al., 2015). Of course, the effects can be harmful. American cities with increased car infrastructure built in cities have caused car ownership to be a norm there for more than in most of Europe (Douglas et al., 2011). Institutionalism, however, is not a top-down theory. Institutions themselves can be changed by niche initiatives that move their way up. Many advocate groups for active living have already caused change both on an individual level and on a more significant societal level (Frankish et al., 1982). Groups like the "Cork Cycling Campaign" have pushed for change at a local level, hoping to improve their homes (Donovan, 2022). As discussed in the literature, municipalities, especially rural municipalities, are often more able to engage with advocate groups and niche ideas or technologies, allowing for change to start from the bottom up (Normann & Vasström, 2012).

Putting these together a few hypothesis can be drawn:

H1: Urban municipalities will have more extensive active living policies than rural municipalities

H2: Urban and Rural policy will differ with Urban municipalities will prioritise active transport while rural municipalities will prioritise occupational activities.

4. Methodology

Research Design

This thesis aims to examine policy regarding active living in the county. The research focuses on the relationship between the independent (rural and urban counties) and the dependent (policies promoting active living). For case selection, maximising variation sampling will allow for analysis of rural-urban and the in-between regions, giving a more precise image and examining what happens in counties with mixed rural-urban landscapes that may prioritise

one region over the other. Quantitative methods would be unsuitable for this kind of research due to the differing ways urban and rural regions deal with active living, and quantitative methods do not allow for the depth needed. Meanwhile, qualitative content analysis would allow for policy documents to be better analysed and for the different domains and differing methods of active living promotion to be examined (Halperin & Heath, 2020, p.376). Comparing policies from the same nation but differing areas should control for differing goals of the policy, leaving only the implementation as the differentiation between them.

Case Selection

As stated in this thesis, municipal governments will be selected as the focus of the research. Municipalities inside the Republic of Ireland have been chosen specifically. Ireland has a severe issue with active living, having one of the highest rates of obesity in Europe. These divisions are known as counties and will be referred to as such from now on. There are 32 counties on the island of Ireland, 26 of which are within the Republic of Ireland. The OECD classifies all of Ireland, apart from Dublin itself, as predominantly rural (Eurostat, 2018). However, there are differences in Ireland, with the South and East being significantly denser than the Midlands and the West (CSO, 2017).

Counties will be considered rural if their population density falls below 50 persons per square kilometre, mixed will be between 51 and 1000/km², and urban will be 1000/km² and above. Ireland has been chosen for case selection partly because of its membership within the European Union, meaning many of its plans, especially those in the realm of public health, are influenced by broader European plans. Therefore, Irish policies can be seen as examples of how policies addressing active living can be used throughout the European Union. Ireland has also been chosen due to its unitary governments, with municipal governments focused on implementing government policy rather than creating their own. Due to this, the county's policies have the same goals and requirements set by the government, allowing for variation in the policies' goals to be controlled. There are regional assemblies between the national and county governments. However, these assemblies are focused on coordination between counties and pushing regional goals, much like the counties do not have much administrative power.

However, they check and approve county policy to ensure it follows regional goals. Furthermore, Irish counties differ from many other countries because their borders are not drawn for administrative reasons but rather historical and cultural basis (Callanan, 2018). Despite demographic changes, the fixed nature of the counties means that many counties are mixed urban and rural rather than being dominated by a single settlement type. The locations of the Counties, as well as which region they fall into, can be seen in Figure 1.



Figure 1(Irish Regions European Office, 2013)

First, the rural county of Mayo in the Northern and Western Region will be used. Mayo is Ireland's second most rural county, with 71.4% of its population being rural as of 2016 (McHenry, 2017). The Population density of Mayo is 25/km², making it one of the most sparsely populated counties in the country, making it an excellent example of a rural county (Brinkhoff, 2023).

For urban areas, only three councils have a density of over 1000/km², those being the cities of Dublin, Galway, and Cork. Dublin from the East Midland region and Cork from the Southern region will be examined. These counties all have city councils, with Dublin City even overflowing into surrounding counties. The County of Cork, unlike other counties, has two councils rather than one, a city council and a county council, a trait only shared with the county of Galway. The city and county councils do not overlap in administration and are split due to the large size of the counties. Both city and county council plans will be included in the study. Including both will allow for the influence of nearby urban municipalities to be observed on the surrounding rural municipality.

For mixed urban and rural counties, the county council of Cork will be examined alongside Waterford. Cork County has a few large to medium-sized towns as well as small rural settlements with a population density of 50/km² (Brinkhoff, 2023). Waterford, on the other hand, also has large rural areas, especially to the west of the county, while it also has several urban areas, notably Waterford City, Tramore, and Dungarvan, with a population density of 69/km².

In total, five county and city council policies will be examined. Although not directly included in the study, the Regional and national plans will also be explored to give context as to what goal the counties aim for and to see if the higher governmental bodies favour rural or urban areas in large-scale planning.

Operationalisation

As discussed in the literature review and theoretical framework, active living is multifaceted and influenced by individual, societal, and policy factors. The ecological model of active living put forward by Sallis et al. (2006) will be used as a model based on the coding frame and analysis of policy as it takes into account how policy affects multiple domains of active living. Other researchers have already used it when looking at active living and even active living in the rural context (Meyer et al., 2016, p.11). The indicators used by Sallis et al. (2006) will need to be adjusted somewhat to handle the Irish context. The domains put forth by Sallis et al. (2006) are split into four: Active transport, Active Recreation, Household Activities, and Occupational Activities. Each of these has what is referred to as Behaviour settings, which include access and characteristics. They also each have a "policy environment," which refers to what policies can be used.

It should be noted here that these domains are not strictly separated, with many policies that will overlap domains. An example given by Sallis et al. is walkways between workplaces and homes; this policy would be considered to impact active transport, occupational activities, and household activities (Sallis et al., 2006, p. 302). Within these domains, both pro and anti-active living factors are mentioned. These active living domains give a holistic approach to active living policy and allow for a more nuanced approach. Many other active living frameworks often ignore factors that are not directly related to transport or individual activity, and by using Sallis et al. (2006), these shortfalls can be avoided (Brown, 2022).

Active transport is the realm of active living most examined by policymakers and researchers as it is used by Urban planners and is often seen as the easiest way to impact active living at a large scale (Sallis et al., 2006, p. 298). The behaviour setting is divided into two parts: neighbourhood and information during transport. Neighbourhoods have access to different forms of transport. Info during transport refers to radio, ads, and billboards that can be used to influence people while they use transportation. The policy environment development regulations and traffic management are some of the policies that impact Active transport. Active transport, in

many ways, is the most straightforward of the different active living domains, and this is why it is often seen as the primary source of help for active living from a policy standpoint.

Active recreation refers to physical activity done for personal enjoyment or as a personal effort to be more active. The behaviour setting is again divided into two: Neighbourhood and Recreation Environment. Neighbourhood refers to the availability and desirability of the local area for recreational activities like walking or biking. A Recreational environment is the availability of facilities and equipment used for physical activity. Examples can be seen in Figure 2. For the policy environment development regulation, public recreation investments, and park policy (Sallis et al., 2006, p. 301). Active recreation, primarily individual-focused, is mostly in line with earlier literature on the topic of active living (Frankish et al., 1982).

Household activities are among the most difficult for policymakers to influence, given what factors influence them. For behaviour setting, the two categories are recreation environment, which is shared with active recreation, and home environment. A *Recreational environment* is a physical recreation done within one's home. The home environment includes home design, such as gardens and stairs, and automation of household chores, such as electronic devices and labour-saving devices. These factors are complicated to impact with policy; some policies suggested by Sallies et al. include housing guidelines, house prices, and housing-job balance (Sallis et al., 2006, p. 301). Housing actively will be edited to include the ability for people to get all life necessities within walking distance of their homes.

Finally, occupational activities include accessibility and activity in workplace and school environments. Many articles looking into rural active living, schools, and, to a lesser extent, workplaces are seen as critical components for increasing active living in the local community. According to Sallis et al., the behaviour setting for occupational activities is the workplace and school environments. These include building design, walkability of the local area, physical activity facilities for policy environment building codes, transportation, school Physical education programs, and safe routes to schools.

Although Household and Occupational activities are fundamentally different due to the nature of the development plans, policies affecting the construction of the building or the

facilities provided within are absent. For this reason, the two will be combined as the policies affecting both will be in the realm of making workplaces and homes closer to each other and making the area around them more conducive to an active lifestyle.

These four domains will be used to create the coding frame with policies that influence one of these four domains being included in the research. In the coding seen in Figure 2, the plus and minus indicate whether the policy incentives or disincentives for active living.

Figure 2 (Appendix A)

Active Domains	Description	Indicators	Code
Active transport	Transportation that many effect ones incentives for different forms of transportation	Roads Streets Car Smarter travel Active travel Active transport parking Bus Pedestrian Walking Trails Biking Bike Cycling Cycle Train Rail Public transport Tram	AT+ AT-
Active Recreation	Change to the accessibility of recreation activities outside of the house	Sports Hiking Swimming Parks Playgrounds Beach Recreation Trails Greenways	AR+ AR-
Household Activities	Changes that may	Garden	HA+

	change the degree in which people move within their homes	Stairs Walkability Walkways Paths Bike parking Neighbourhood	HA-
Occupational Activities	Changes to increase activity within the workplace/school or on route to the workplace/school	Bike parking Stairs Walkability Walkways Paths Compact growth	OA+ OA-

Data collection

“Ireland 2040” is a national plan aimed at bringing Ireland forward in many different areas in terms of energy, environment, and health. The plan is focused on fixing issues caused by the rapid modernisation and increased level of wealth in the country, including a rapid increase in the rate of obesity and sedentary lifestyles. As a part of these long-term plans, the counties are expected to submit development plans to the regional assemblies to ensure they comply with regional goals and initiatives. The most recent published plans are the development plans for 2022-2028. Every city and county council has released and begun acting on these development plans. These plans will be used as the basis for this research. Furthermore, development plans have been released by the regional assemblies that were created to help ensure that the counties work together to improve the region as a whole. Each development plan has multiple sections focusing on transportation, settlement, development and more. Given the far-reaching scope of these development plans, most, if not all, domains of active living are likely to be present in one form or another. Furthermore, by using the plans, the way rural and urban municipalities plan to improve active living can be examined. The cases chosen will also show if policymakers, even in planning, favour either urban or rural over the other. Overall, five council development plans will be examined.

Analysis

The Active domains did overlap; however, there were evident differences and similarities between rural and urban municipalities. In general, policies between rural and urban tended to remain similar, with differences found in which active domain they prioritise. Many of the policies follow nationally set standards, such as the Design Manual for Urban Roads and Streets (DMURS), which dictate how roads would be constructed. DMURS focuses on making roads a live and spend time environment rather than just a method of travel (Varadkar & O’Sullivan, 2013). DMURS, although associated with Active travel, is mostly impactful for Household and Occupational activity as it affects how people move around their local area, whether at work or home. DMURS and the concept of compact growth, which will be explored further later on, cause councils to, regardless of urban or rural environments, have very similar household and Occupational activity. The areas where differences can be seen are in Active Travel and Active Recreation. One policy often mentioned, as should be explained at this point, is the Greenways. The greenways are trails created solely for cyclists, pedestrians and non-motorised vehicles. The greenways are used to connect rural areas and for tourist purposes, so they will be seen in active transport and active recreation (Ross & Griffin, 2018).

Matrix 1 (based on Appendix B)

	Rural	Urban
Household/ Occupational Activity	Rural regions focus on compact growth, increasing the density of settlements, and stopping sprawl.	10-minute neighbourhoods and 15-minute cities lower the distances between homes and workplaces.

	Plans are underway to revitalise town and village centres so that locals can work and shop close to their homes.	Furthermore, city sprawl is being decreased by filling in abandoned lots.
Active Transport	Less than present then in Urban. Focus on building settlements around transport corridors or transport hubs. Cycling and walkways are being increased through settlements.	There will be increased use of public transport and measures to decrease car use in the cities. New developments are to be built near public transport. Cycle and walkways will be heavily supported with new routes and traffic controls to favour pedestrians and cyclists.
Active Recreation	Rural regions heavily feature active recreation, with an increased quantity of trails, cycling paths, and outdoor recreation facilities. Rural regions also plan to extend the Greenways significantly.	Urban areas plan to include sports facilities in their 10-minute neighbourhood plans. Make parks and streets more attractive for walkers.

Household/Occupational Activity.

Household and occupational activity are being combined due to the policies referring to them, which are often interlinked. Ireland, being a market economy, does not intervene much in the construction of workplaces or homes, and the counties have little or no direct impact on this, making many of the household and occupational activity indicators not apparent in the development plans. By no means does this mean that the policies ignore household and occupational activity. Compact growth is a crucial goal of all the development plans and is directly related to Household/Occupational activity. Mayo County Council defines compact

growth as “Development occurring within the existing footprint of built-up areas, cities, towns and villages.” (Mayo County Council, 2022, p. 9).

Compact growth in urban development has the concept of a 15-minute city and a 10-minute neighbourhood. Cork Council defines the 10-minute neighbourhood as “This network is based on 10-minute walking areas (800m) that provide a mix of homes, schools, shops, parks, jobs and community spaces” They further define a 15-minute city as a “city is where residents have easy access to their essential needs at distances taking no more than 15 minutes by public transport, foot or by bicycle” (Cork City Council, 2022, p.36). Dublin only addresses the 15-minute city goal, while Waterford and Cork look into 10-minute neighbourhoods for the cities and towns. Interestingly, Mayo, the most rural region examined and the second most rural in Ireland, does not address the 15-minute town but only the ones that speak of establishing the first of its kind (Mayo County Council, 2022, p. 210). An example of a 15-minute city is a Dublin policy requiring residential developments to be within 500 metres of a significant employment location and within 500 metres of public transport (Dublin City Council, 2022, p. 155). Students are seen as a priority to benefit from the 10-minute neighbourhood, with Dublin and Waterford making student-specific policies to ensure that colleges and schools are walkable, accessible by active transport and near to public transport (Waterford City & County Council, 2022; Dublin City Council, 2022). Increased active transport options to schools and colleges are likely to help develop habits in kids and young adults of using active transport rather than cars. Similar to education, access to health is also being made more active. In each development plan, both rural and urban plans support increased hospital access through public transport and active transport. Further healthcare clinics are being made to be integrated into compact growth, making sure people have access to healthcare without the need for a car.

In rural regions, the focus is on halting the sprawl of settlements and increasing density in village centres. This is accompanied by efforts to provide locals with easy and safe travel through active transport such as walking or cycling. Many rural councils also prioritise increasing retail within village and town centres to give residents more access to shops close to their homes, which also provides jobs near homes (Mayo County Council, 2022; Cork County Council, 2022). Additionally, the greenways, which act as tourist attractions and routes to

connect rural settlements, have an additional goal of increasing economic activity in rural communities along the routes. This is achieved by increasing work close to rural homes or allowing for active transport options to get greenway-related workplaces.

Active Transport

Active transport is the most heavily featured active domain, often being integrated into other policies. As can be expected, DMURS is central to much of this. Pedestrian and cyclist infrastructure is present in large quantities in all policy plans in rural and urban areas. Active transport, however, is treated differently between urban and rural regions, with urban areas being far more likely to implement active transport models. The reason for this is stated within Waterford's development plan, where they say that due to the density imbalances, public transport is more effectively used in urban areas, and therefore, those regions should be prioritised (Waterford City & County Council, 2022, p. 137). The lack of viability of public transport in rural areas is addressed in the council plans for some but not all counties with large rural regions.

Public transport is already established in urban regions, and policies tend to focus more on increased active transport, such as footpaths and cycle paths. It should be noted that many of these plans are not focused on the cities themselves, with Cork County and Waterford having other smaller urban towns that are included in many of the urban development plans. In Dublin, Waterford and Cork plans to build new or reopen old cycle and footpaths and improve bridges to include separated walking and cycling paths. Bike sharing has already been established in most urban areas, and the city council plans to increase the availability of such resources. For cycling, cities and often counties have implemented parking lots that must include bike parking.

However, car parking is not addressed the same per city, with Dublin and Cork City being more stringent than Waterford. Dublin's parking policy removes cars from street or surface-level parking and instead uses multi-story parking while decreasing total parking places (Dublin City Council, 2022). Decreased parking should decrease car use, which, as seen before, increases

active living due to people switching to public transport or active transport. Furthermore, by concentrating parking in fewer but denser multi-level car parking, they are likely to increase the distance between parking and the end destination for car users, making them walk further and increasing physical activity. Cork City and county do not use multi-level parking in their plans but instead set maximum parking standards for both residential and non-residential to decrease total parking within the city and plans to review the non-residential maximum during the timeframe of the development plan (Cork City Council, 2022; Cork County Council, 2022). Maximum and minimum parking standards are further considered in relation to the proximity of public transport to the development. Simultaneously, Cork City plans to revise its bike parking requirements to increase bike availability in designated bike parking lots and mixed car and bike parking. Parking, however, is not universally being decreased, with Cork increasing parking in and around tourist sites and some workplaces. Cork County does include the caveat that reduced parking should only be implemented when public transport alternatives are available (Cork County Council, 2022, p. 285). The county further plans to increase parking for cars and bikes around the rail stations throughout the county as a part of its broader rail strategy, but more on that later. County Waterford City, however, does not directly state within the policy that they will decrease parking, instead stating the intention to ensure enough parking for businesses, residents and shoppers (Waterford City & County Council, 2022, p. 165). However, Waterford plans to remove surface-level and on-street parking from the city centre and replace it with parking places on the periphery to improve the city streetscape. By moving the parking to the outskirts, much like Dublin's multi-level parking, the increased distance between parking and amenities should increase active living and incentivise the switching to alternatives such as public transport. However, the rural regions of Waterford are not mentioned regarding parking.

Rural settlements are mentioned regarding public transport and active transport more widely in the Waterford, Mayo and Cork county development plans. However, in the case of Waterford, there are few details about transport in these regions beyond cars, with only vague statements about increasing public transport or building new settlements closer to transport (Waterford City & County Council, 2022). Meanwhile, in Cork County and Mayo, the rural areas are given detailed plans to increase active transportation. DMURS is heavily featured, with active travel being promoted within rural settlements. However, beyond this, active transport in

rural areas is heavily linked to occupational/household activity. The method rural counties seem to be using is increasing the density of rural settlements, especially along what they deem as "transport corridors" or "transport hubs" (Mayo County Council, 2022; Cork County Council, 2022). These transport corridors are meant to concentrate people in rural areas to a point where public transport becomes viable, and then public transport connects the different settlements. More about the effects of the densification of these settlements on active living will be discussed in the Occupational/household section of the analysis. In Cork County, the council plans development around the railways that connect many of the towns (Cork County Council, 2022). Despite this, Cork County, Waterford and Mayo all acknowledge the role of cars as a necessity in many of their residents' lives, so anti-car policies are rare. Mayo has the highest private car use in the country and, therefore, has few policy plans to penalise car use directly; instead, it attempts to provide alternatives or focus on other domains.

Beyond public transport, the Greenways have become a critical form of promoting active travel within the counties, especially between rural settlements. All the counties have policies referring to the greenways and their intent to increase use. However, it is in the rural regions where those policies focus on the transportation implications rather than recreational purposes. Greenways are being used to connect rural settlements and connect the counties to one another. The greenways already connect most of the major urban areas in the county and have stops in many rural communities along the way. Waterford shows particular interest in the Greenways party due to Waterford having one of the most developed greenways in the country (Ross & Griffin, 2018). Waterford plans to increase the connectivity to the greenways with new developments needing access to greenways (Waterford City & County Council, 2022,p. 148). However, the development of the greenways comes at the price of rail in Waterford, with many old railways being transitioned into greenways (p, 280). Although Waterford does have among the most developed greenways, Cork is following suit with many similar policies and policies attempting to connect workplaces and residences to the greenways (Cork County Council, 2022, p. 268). The lack of these policies in Mayo may be due to the Mayo being far more sparsely populated than the other counties, making using the greenways to work less viable (McHenry, 2017).

Active Recreation

Active recreation is heavily featured in many of the policy documents. However, unlike active transport, rural regions focus on active recreation. This is due to the availability of active recreation being higher in rural regions, with trails through scenic areas of the country being highly featured. Urban areas themselves do have their own methods of increasing active recreation.

Urban area's active recreation policies come in two categories: density of recreation facilities and attractiveness of the city. The density of recreation facilities will be included in the 10/15 minute plans with increased density, including access to sports facilities. Access as a concept is expanded upon in several of the policies, with Dublin being the most explicit increasing marine recreation due to it being more accessible for the elderly and those with physical disabilities, allowing for active recreation and active living more generally to be spread to the entire population (Dublin City Council, 2022, p. 336). Dublin plans to protect physical recreation facilities unless an alternative is accessible and of equal or greater quality(p. 336). The attractiveness of cities refers to policies that encourage residents to spend time outdoors walking or cycling around the city for recreational purposes. These policies are not restricted to only heavily urban areas but are featured more frequently in such areas. All of the major cities have multiple policies aimed at making their streets both cleaner and safer to encourage people to spend time on the streets. Other policies to address attractiveness are the quantity and quality of public parks and other green spaces. For the most part, parks are included in the 10-minute neighbourhood policy but are also included in Cork and Mayo counties.

Although still present, there is a notable scarcity of sports facilities and park policies for Waterford and Mayo. That is not to say that these countries lack Active Recreation; far from it, those two counties have among the most extensive active recreation policies. The policies, however, are directed chiefly towards rural developments. Mayo is Ireland's walking capital, and

its policies reflect this, with many of its policies dedicated to improving and extending its walkways and cycleways. Infrastructure for cars, bikes, and public transport is to be improved to give better access to these locations (Mayo County Council, 2022). Policies referring to access to scenic walk/cycleways are shared among all counties with large rural regions. Similar policies included increasing access to private land such as woodland and coastline for recreational purposes. Rural regions generally use active recreation as their primary form of active living due to their access to land and difficulties using public transport. Waterford's policy is where this difference is most easily seen, with its urban areas being heavily featured in active travel plans, while the opposite is true for recreation. Most of Waterford's active recreation is outdoor recreation facilities, with walking trails, adventure centres and woodlands being heavily featured (Waterford City & County Council, 2022).

Common to all policies are the greenways. In Greenway's development strategy, its role as active recreation is at the core of its goal (Ross & Griffin, 2018). In the rural regions, although also used for active transport, they are included as vital elements of the tourism industry and as recreation for locals. Greenways act as an easily accessible way to travel recreationally without needing to use main roads. Urban areas such as Dublin and Cork wish to improve connectivity between greenways and the cities. By connecting to the greenways, residents of the cities can get out of the urban environments in an active way and travel recreationally across the country without the need for a car.

Conclusion

In conclusion, rural and urban municipalities have significant differences in active living policy implementation. Both hypotheses were incorrect. Although Urban regions had more active transport policies, they were equal to rural municipalities in Occupational/household activity and were less engaged in recreation policies. Rural regions focus on improving recreation activity in their region while increasing density so that active transport can be used. It is not unlikely that the future of the rural regions of Ireland and beyond will be dense settlements connected with

public transport. At the same time, much of the land in between will be uninhabited, with active recreation locations present. The densification of settlements will not only be rural specific but urban as well, leading to Urban environments where all needs can be reached through active transport and with public transport or greenways giving access to outdoor active recreation in the rural outskirts. A limitation of the research is that these are development plans and describe intentions which may not come to fruition. Research on the direct effects of these policies should be conducted to see if the transport corridors in rural regions behave as intended and whether active recreation is being accessed at increased rates. Other nations should be examined to see whether the policies observed within these documents are specific to Ireland or universal.

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Appendix A : Coding Frame

Active Domains	Description	Indicators	Code
Active transport	Transportation that many effect ones incentives for different forms of transportation	Roads Streets Car Smarter travel Active travel Active transport parking Bus Pedestrian Walking Trails Biking Bike Cycling Cycle Train Rail	AT+ AT-

		Public transport Tram	
Active Recreation	Change to the accessibility of recreation activities outside of the house	Sports Hiking Swimming Parks Playgrounds Beach Recreation Trails Greenways	AR+ AR-
Household Activities	Changes that may change the degree in which people move within their homes	Garden Stairs Walkability Walkways Paths Bike parking Neighbourhood	HA+ HA-
Occupational Activities	Changes to increase activity within the workplace/school or on route to the workplace/school	Bike parking Stairs Walkability Walkways Paths Compact growth	OA+ OA-

Appendix B : Coded Development Plans

Mayo

Page	Paragraphs	Code
28	Providing an evidence-based rationale for the land proposed to be zoned for residential and mixed-use development, having regard to the capacity of existing zoned land and the phasing of development and taking account of the location of public transport and services.	OA+ AT+
32	whilst ensuring edge of-centre sites are within easy walking distance of the identified primary retail area of each town.	HA+ OA+

33	To support the compact growth of towns and villages to ensure that development proceeds sustainably and at an appropriate scale, density and sequence and in line with the Core Strategy Table.	OA+ HA+
33	To move towards more compact towns by promoting the development of infill and brownfield/consolidation/regeneration sites and the redevelopment of underutilised land within and close to the existing built-up footprint of existing settlements in preference to edge of centre locations	OA+
39	To support the creation of healthy and sustainable communities that encourages and facilitates walking and cycling and general physical activity through the implementation of best practices in urban design that promotes permeability and interconnecting spaces.	HA+
40	To promote the integration of land use and transportation policies and to prioritise provision for cycling and walking travel modes and the strengthening of public transport.	AT+
40	To strengthen the core of settlements and encourage the compact growth of settlements by way of the development of infill sites, brownfield lands, underutilised land / buildings, vacant sites, and derelict sites within the existing built-up footprint of the settlements and develop outwards from the centre in a sequential manner.	OA+
40	To require sustainable, compact, sequential growth and urban regeneration in Ballina, Castlebar and Westport by consolidating the built-up footprints of these towns through a focus on regeneration and development of town centre infill and brownfield sites, and encouraging regeneration of underutilised, vacant and derelict lands for residential development and mixed use to facilitate population growth.	OA+ HA+
50	To support the provision of accommodation for older people and for people with disabilities that would allow for independent and semi-independent living, in locations that are proximate to town and village centres, and services and amenities, such as shops, local healthcare facilities, parks and community centres.	HA+
52	1 - Scenic Routes: These are public roads passing through or close to areas of outstanding natural beauty, or places of interest, showcasing the unique landscape character and natural environment of Mayo, which	AT- HA-

	would have a low capacity to absorb new development	
58	To promote higher residential densities in appropriate locations, and in particular, close to town centres and along public transport corridors,	OA+ HA+
58	To require that applications for residential development take an integrated and balanced approach to movement, place making, and streetscape design in accordance with the requirements of the Design Manual for Urban Roads and Streets, DTTS and DECLG	AT+ HA+
59	To review the car parking standards (Table 7 of Section 7.12.1 Vol. II) over the lifetime of the plan to include maximum parking standards. In the interim period, a reduction of parking standard requirements will be considered for urban infill and brownfield locations, subject to the individual merits of each development proposals, with respect to performance-based criteria, in accordance with the provisions of NPO 13.	AT+
67	To ensure that people intensive developments are located close to the strategic public transport network	OA+ AT+
72	To encourage new (and expanding) retail developments to locate close to public transport corridors, to enable sustainable travel to and from our town and village centres, where applicable.	HA+ AT+
84	This is through investment in tourism-related infrastructure, including improved cycle and walking tourism/recreational infrastructure and connectivity to the Great Western Greenway at Castlebar to Westport and the Wild Atlantic Way.	
84	The Great Western Greenway from Westport to Achill has proven to be a very successful walking and cycling amenity and tourism product for the county.	OA+ AR+
84	A number of established walking and cycling routes have been developed which allow local communities to access and enjoy the natural environmental assets	AR+
88	Promote the development of Castlebar as a nationally important Sports Tourism and Adventure Hub, including leveraging existing sports assets and existing natural and built facilities at Lough Lannagh Holiday Village	AR+
90	Mayo lends itself well to adventure activities and sports tourism due to its impressively wild landscape, rugged coastline and the wide availability of an adventure and activity	AR+

	product in the county	
90	Mayo has the most extensive network of recreational greenways and tracks and trails for cycling and walking in Ireland, most notably...	AR+
91	To support the implementation of the opportunities and actions identified in the Mayo Tourism Strategy and Action Plan – Destination Mayo 2015-2021, regarding the development of activity, adventure and sports tourism at strategic locations throughout the County in conjunction with the Tourism section of Mayo County Council and other relevant stakeholders.	AR+
91	To promote Mayo as a premier walking/cycling destination in the Country and support the further development of walking routes and trails within the county and the integration and linkage of these with other existing / proposed routes and trails both within and outside of County Mayo	AR+
91	To support the development of a regional water-based leisure sector in a sustainable manner, making the best use of existing and planned infrastructure and resources, in a manner that is sensitive to the natural and cultural heritage resources, in conjunction with relevant regional partners.	AR+
91	To work with the National Transport Authority, Fáilte Ireland, Waterways Ireland and all stakeholders to develop a coordinated approach to the selection, delivery and servicing of future greenways, blueways, trails and routes throughout the county.	AR+
92	To explore a feasibility study, including the development of route options, for the creation of a coastal walking/cycling route along the western seaboard, in collaboration and partnership with the NWRA,	AR+
92	To investigate the development of bike trails and sites at Keenagh/ Ballycastle/ Bunnyconnelan Bike Trail and the Mountain Bike Centre at the Wild Nephin site, in conjunction with the Tourism Section of Mayo	AR+

	County Council.	
93	To explore a range of spiritual walking and pilgrimage events to showcase Mayo as a spiritual tourism destination, with particular emphasis on generating overnight stays for visitors to Knock Shrine	AR+
94	To encourage access to forestry and woodlands, including private forestry, in cooperation with key stakeholders for walking routes, bridle paths, mountain biking, nature walks, orienteering, hiking, recreational areas and other similar facilities and to retain existing public rights of ways through forest lands	AR+
94	To explore the development of community walks, off road trails/rural trail developments, parks, other outdoor amenities and recreational infrastructure, and work with relevant landholders and recreational/tourism agencies to increase access to the countryside and our coastal areas, subject to proper planning and sustainable development principles	AR+
96	In terms of infrastructure provision, the expansion of inter-urban and town greenways has been identified as a priority by the Tourism Section of Mayo County Council, in conjunction with facility improvements along existing greenways. Visitor centres, services, car parking and facilities at key tourist sites have also been identified for development.	AT+ AR+
97	Encouragement and support of the upgrading of public transport facilities in Destination Towns, including the provision of Transport Hubs/Links.	AT+ HA+
99	To facilitate the development of hostels along established walking / hiking routes and adjacent to existing tourism / recreation facilities, subject to normal planning criteria.	AR+ AT+
99	Working with relevant landholders and recreational/tourism agencies to increase access to the countryside and our coastal areas, and to ensure maintenance and access to the existing network of trails, paths, and tourist sites along the Wild Atlantic Way	AR+
100	infrastructural developments include the consolidation, development and enhancement of trailhead facilities, combining with other activities such as cycling and water-based activities, to optimise the infrastructural investment	AR+ AT+
100	Flagship cycling infrastructure include creating new and improved	AR+

	linkages and facilities along the Clew Bay Greenway,	
101	To support the implementation of the NWRA Regional Outdoor Recreation Strategy, through the extension of greenways, walking routes, tracks and trails within the county and the integration and linkage of them with other existing / proposed greenways, walking routes, tracks and trails, both within and outside County Mayo	AR+
101	To support the progression of long-distance linear greenways and greenway town networks, and the further development and improvements of the following walking trails and coastal paths in County Mayo	AR+
101	The importance of Mayo’s coastline and waterways to the tourism product is immense. Infrastructural development, ranging from car park enhancements, toilet, changing and shower facilities to more comprehensive Activity Service Centres, enables these destinations to become more attractive to a wider range of activity enthusiasts	AT-
102	These include the development of a National Outdoors Pursuits Centre in Castlebar, extension of the Blueway water trails and the development of “Get out there” Services centre at strategic adventure locations in the county	AR+
102	In addition to Mayo’s lengthy coastline, Mayo’s lakes are also popular with leisure tourism and water sports enthusiasts, primarily for boating, kayaking, angling and swimming.	AR+
102	Mayo’s lakes also have potential for land-based activity usage too, with the potential to develop and enhance circumnavigator cycling and walking trails	AR+
103	The Council recognises the importance of protecting existing public rights of way and their role in facilitating the development of walking trails in areas of high amenity value.	AR+

108	A core objective of the NPF and RSES is the need for more sustainable forms of transport to reduce energy demand and greenhouse gas emissions, such as walking, cycling, electric vehicles and the increased usage of public transport. Sustainable mobility can be realised through the effective integration of land-use and transportation; the design of roads and streets; using more sustainable modes of transport; providing supporting infrastructure and education.	AT+
108	An effective and multi-modal transport system is reliant on the successful integration with land use planning. This will ensure the efficient use of land to deliver compact growth, create vibrant towns and villages and the transition to a low carbon, climate friendly environment. The location and design of development has a fundamental influence on travel patterns. This plan seeks to encourage walking and cycling as the primary modes of transports within settlement communities.	AT+ OA+ HA+
109	Improved street design in settlements will encourage more people to choose to walk, cycle or use public transport, by making the experience safer and more pleasant. It will help lower traffic speeds, reduce unnecessary car use and create a built environment that promotes healthy lifestyles and responds more sympathetically to the distinctive nature of individual communities and places. The Design Manual for Urban Roads and Streets (DMURS) provides design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland, to ensure they are safe for pedestrians and cyclists. This plan recognises that the continued delivery and maintenance of a well-functioning, multimodal transport network is essential to advance the county's economic competitiveness, improve quality of life and enhance social cohesion.	AT+ AR+
109	The Plan strongly supports the creation of compact growth, consolidation of existing settlements and prioritisation of the development of brownfield lands across the settlement hierarchy, which in turn will encourage the use of public transport, cycling and walking as viable alternatives to the private car.	OA+ HA+
109	The Design Manual for Urban Roads and Streets (DMURS) provides design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland, to ensure they are safe for pedestrians and cyclists	AT+
109	To support sustainable travel in the county by ensuring future population and employment growth predominantly takes place in urban areas which will warrant provision of public transport services	AT+ HA+

109	To support and facilitate any ‘Smarter Travel’ initiatives that will improve sustainable transportation within the county, including public transport, electric and hybrid vehicles, car clubs, public bike schemes, improved pedestrian and cycling facilities, as appropriate.	AT+/-
109	To support and facilitate the integration of land use with transportation infrastructure, through the development of sustainable compact settlements which are well served by public transport.	OA+
109	To work with the NTA and Bus Eireann to make all existing public transport services throughout the county more accessible for wheelchair users and those with disabilities and require that proposals for new transport infrastructure are subject to an Accessibility Audi	AT+
110	To ensure new development areas and employment land-uses are permeable for walking and cycling and are laid out in such a way as to facilitate the operation of and access to public transport by residents and employees	AT+ OA+ HA+
110	To ensure that the layout and design of new developments provide for bus stops, passenger waiting facilities, and bus turning and service regulatory layover facilities, as required.	AT+
110	Furthermore, the lack of viable alternative sustainable modes of transport is also a significant contributing factor for the high usage of private cars in the county. Less than 1% of commuters in Mayo use public transport, compared to the national average of 9.3%.	TA
110	The effective management of space in town and village centres should deliver a high level of priority and permeability for walking and cycling to create accessible, attractive, vibrant and safe places to work, live, shop and engage in community life.	AT+ AR+ OA+
110	Walking and cycling become increasingly viable as transport options when the distance between such services is reduced.	AT+
111	In the short term, the modal shift strategy should focus on increased usage of cycling for all settlements.	AT+
113	To support and develop public transport routes throughout the County through collaboration with the National Transport Authority.	AT+
113	To increase cycling usage in Tier I and Tier II settlements in line with the	AT+

	national average (2016).	
113	To retrospectively provide public transport, walking and cycling infrastructure and facilities in existing development areas to achieve growth in sustainable mobility	AT+
113	To support and develop public transport routes throughout the County through collaboration with the National Transport Authority.	AT+
113	A key theme of government at all levels is to promote a modal shift from private car usage to walking and cycling, which in turn will have clear benefits in relation to reducing congestion, vehicle emissions and improving health, whilst improving movement and accessibility in urban and inter-urban areas	AT+
113	Encouraging and promoting walking and cycling as a sustainable mode of transport and moving away from reliance on the private car will depend on providing well connected and integrated pedestrian and cycling infrastructure	AT+
114	Mayo County Council promotes walking and cycling as a means of transport; as a means of recreational activity; and for the purposes of mental and physical health and wellbeing.	AR+
114	The Council will endeavour to make provisions for pedestrians and cyclists in both urban and rural areas of the county and facilitate an increase in cycling/walking trips to meet targets as set above	AT+
114	Map 6.1 below shows existing and proposed strategic greenway network in County Mayo, including a long-distance coastal greenway, long distance interurban greenway and town greenways (8km network within urban areas).	AT+ AR+
114	To support safer cycling/walking routes to encourage people to be more physically active for transport and leisure purposes	AR+
114	To promote the design and construction of new developments to create low carbon, walkable neighbourhoods and workplaces containing high quality green and blue	HA+ OA+

	infrastructure.	
115	To encourage and facilitate the maintenance and further development of the public footpath network, walking and cycling routes and associated infrastructure and where possible the retrofitting of cycle and pedestrian routes into the existing urban road network.	AT+
115	To investigate the potential of providing looped Greenways / Walkways for the Tier I, II and III Settlements of the county, where it can be demonstrated that such schemes will not have a significant adverse effect on the environment including the integrity of the Natura 2000 network	AT+ AR+
115	To support the establishment of a network of interlinked cycle ways and walk ways in the county and the adjoining counties and specifically to support the development of a link between the Great Northern Greenway and the Great Western Greenway, having regard to best practice standards including the Design Manual for Urban Roads, Streets and the NTA Cycle Manual and the TII Standard DN-GEO-03084 'The Treatment of Transition Zones to Towns and Villages on National Roads or any amending/superseding national guidance or manuals	AT+ AR+
115	To encourage, where appropriate, the incorporation of safe and efficient cycleways, accessible footpaths and pedestrian routes into the design schemes for town/ neighbourhood centres, residential, educational, employment, recreational developments and other uses	AT+ OA+ AR+
115	To seek to advance the walking/ cycling projects listed in the table 6.4 below.	AT+
114	Map 6.1 below shows existing and proposed strategic greenway network in County Mayo, including a long-distance coastal greenway, long distance interurban greenway and town greenways (8km network within urban areas).	AT+
117	Mayo County Council will work with public transport providers to improve and expand the public bus services within county and strengthen linkages to other areas outside of the county.	

117	To support and encourage public transport providers and rural community transport initiatives and programmes, such as the Local Link Rural Transport Programme, to enhance to provision of public transportation services linking rural villages to the main towns of Mayo.	AT+
117	To support improvements to public transport accessibility to and from Ireland West Airport Knock (IWAK).	AT+
117	To support improvements to public transport accessibility to and from key tourism hubs and visitor attractions.	AT+
117	Under the Rural Transport Initiative, the rural areas are served by Local Link Mayo, which is based on demand.	AT-
117	Under the Rural Transport Initiative, the rural areas are served by Local Link Mayo, which is based on demand.	AT+
118	Improving the frequency of train journeys on the Westport and Dublin line and the manning of train stations in Mayo would also attract increased usage of the rail service not only out of county but also promote an increase in the commuter service between the Mayo stations	AT+
118	It could provide an economic stimulus to the region, while also offering the inhabitants of the region a sustainable alternative to car travel.	
119	Mayo County Council is committed to the promotion of sustainable means of travel, and the encouragement of modal change from the private car. It is, however, recognised that road infrastructure retains a central position in the overall transportation network, catering for the movement of buses, goods vehicles, pedestrians, cyclists, as well as the private car. In undertaking transport policies, the Council will strive to provide, maintain and enhance road infrastructure to ensure the sustainable economic development of the county.	AT+/-
119	Mayo County Council recognises the strategic importance of the national road network in the county and its important regional and inter-regional connectivity within and through the region. The N5 and N17, national primary roads have been identified as part of the Trans-European Transport Networks (TEN-T). The TEN-T are a planned set of transport networks across Europe targeted for high-quality standards for road users and freight transport. The Council will preserve corridor(s) to enable	AT-

	design options for national road improvement and upgrade projects to be advanced. Table 6.5 provides a list of planned and proposed national road projects in County Mayo to be advanced over the plan period.	
119	Significant investment and improvements in the existing road infrastructure have been made by the Local Authority, in terms of upgrades, realignments, maintenance, traffic management measures, traffic calming measures and road safety measures. It is important to protect, maintain and enhance the carrying capacity of the national road network in County Mayo, as deemed necessary and as resources allow. In doing so, due regard will be afforded to the Spatial Planning and National Roads Guidelines for Planning Authorities 2012, relating to development affecting national primary and secondary roads, including motorways and associated junctions.	AT-
120	In relation to sections of national roads on the approaches to or exit from urban centres that are subject to a speed limit of 60 kph before a lower 50 kph limit is encountered – otherwise known as transitional zones - provide for a limited level of direct access to facilitate orderly urban development. Any such proposal must, however, be subject to a road safety audit carried out in accordance with the TII requirements and a proliferation of such entrances, which would lead to a diminution in the role of such zones, must be avoided.	AT+
120	Regional and local roads provide an important economic role and have a valuable social and community function. These roads account for 81% of the country's roads and are often the sole means of access for local economic activity. Mayo County Council has the responsibility to maintain non- national roads and this maintenance programme is financed from the Council's own resources and/or supplemented by state grants.	AT
121	The Council, in co-operation with the NTA, TII, Department of Transport, Tourism and Sport and other stakeholders, will continue with the strengthening and improvement of the local road network including links, by-passes and relief roads, with priority given to those serving the Key Towns and interconnection between such settlements, where it can be demonstrated that the development will not have significant adverse effects on the environment or Natura 2000 network.	AT-
121	Local authorities, as outlined in 'Investing in our Transport Future – A Strategic Investment Framework (DTTAS, 2015)', are required to define a 'strategic road network of national, regional and strategically important local roads' and identify funding targeted in these areas. There is an increased emphasis nationally on project appraisal requirements which	AT

	identify and prioritise upgrades that make the most appropriate use of available funding. There are eighteen ‘Strategic Regional Important Roads’ in County Mayo, linking the main settlements to the national routes. These are shown in Table 6.6 below.	
121	To promote and facilitate road safety measures throughout the County, including traffic calming, road signage and parking	AT+
122-123	Two Tables showing road adjustments	
139	The towns serviced by the Metropolitan Area Network (MAN) presents opportunities for the development of e-working centres throughout the county and region, in line with Smarter Travel Policy of reducing the number of journeys to work by car	RO+
151	These sites should be easily accessible (walking and cycling) and promote the use of public transport.	AT+ OR+ HA+
153	To support and assist the provision of a broad range of community facilities within settlements or in close proximity to existing facilities or multi-purpose centres or public transport routes to meet the changing needs of all sectors of the community.	AT+
157	Mayo County Council recognises the importance of indoor and outdoor play in the development of children and continues to promote participation in sports and recreation through a range of measures, including the operation of leisure centres in Castlebar,	AR+
157	To support and facilitate the provision for the development of an indoor allweather multi-sport dome for Ballina to serve clubs and organisations in North Mayo/ West Sligo.	AR+
156	In this regard, high quality open spaces, green linkages, such as walks, cycle ways, access to the lakes, beaches, sports and recreational facilities that are usable and accessible to all, should be provided in tandem with development and changing community needs	AR+
155	The Council is actively promoting healthy communities through Mayo Sports Partnership, a multi-agency forum, that works to increase participation in sports and physical activity throughout the county	AR+
171	A networked approach: emphasising green infrastructure networks	AR+

	(rather than isolated parks) can provide new opportunities for connecting existing and new green spaces and creating linkages between urban and rural areas. Examples include greenways and linear parks, local greenways or cycleways that link to regional and national greenways and de-culverting watercourses to provide new blue corridors.	
171	Multifunctional uses: examples include spaces that encourage active mobility, physical activity and sports, relaxation and tranquillity, and opportunities for social exchange (e.g. that incorporate community gardens or encourage park runs).	AR+
172	To promote the regeneration of settlements by making better use of underutilised land and buildings, particularly within the existing built-up areas to achieve compact growth.	OA+
173	To facilitate appropriate densities and compact growth within urban settlements, the Planning Authority will consider a relaxation of relevant the development management guidelines to assist the delivery of appropriate uses on urban brownfield and infill sites, based on the individual merits of each development proposal, with due cognisance to NPO 13.	OA+ HA+
185	To promote and enhance green and blue infrastructure and seek to integrate the provision of green infrastructure with infrastructure provision and replacement, including walking and cycling routes, as appropriate, while protecting and enhancing natural heritage and improving ecological corridors.	AR+ AT+
185	To ensure the design and construction of new developments creates low carbon, walkable neighbourhoods and workplaces,	HA+ OA+
187	Derived from our landscape are several amenities such as walkways, cycle ways, bathing areas, boating areas, fishing rivers and lakes, etc. and many of our valuable assets, such as...	AR+
205	Transport is the second largest emitter of GHG in Ireland, behind agriculture, at 19.8% of the national total emissions in 2018. The transport sector is the biggest contributor of GHG emissions in County Mayo. Economic growth, higher levels of activity, past policies on investment, infrastructure and spatial planning have caused high levels of emissions, air pollution and congestion on roads. Dispersed settlement patterns between where people live and work implicitly increases mobility demand. This has resulted in the long-term trends in Ireland towards more private and motorised transport, which has resulted in the	AT+ OA+

	decline in the active modes of travel, such as walking and cycling	
205	current trends, the NPF and RSES advocates reducing the distance between where people live and work, which will reduce commuting distances and GHG emissions. Effective land use management will play a major role, by pursuing sustainable options such as compact growth of urban and rural settlements for housing. Given Mayo is predominantly a rural based county with a dispersed settlement pattern, rural travel initiatives such as Local Link Mayo and renewable powered transport will low GHG emissions from transport	OA+
205	The Climate Action Plan (2019) seeks to reach 100% ownership of Electronic Vehicles (EV) by 2030, therefore achieving the national target of 950,000 EVs on the road in 2030. Mayo County Council purchased its first fleet of fully electronic vehicles in 2019 and has provided numerous EV charging points at Council premises to help reduce emissions.	AT-
206	These policies also achieve other social objectives, for example, safe cycling options are beneficial for enhancing human health and the mobility of young people	AR+ AT+
210	To support and facilitate Westport to become Ireland's first '15 Minute Town' - a sustainable town where a modal shift towards sustainable transport is actively promoted and facilitated	AT+ HA+ OA+
225	Outdoor sport and recreation, buildings associated with outdoor sport and recreation and ancillary uses, parks, open space, camp sites, agriculture, allotments; along with uses that are considered ancillary to the aforementioned uses	AR+
226	To co-operate with relevant agencies to secure improvements to the public transport system serving Tier II and III settlement towns and to support initiatives designed to improve bus interchange facilities	AT+
226	To co-operate with relevant agencies to secure improvements to the public transport system serving Tier II and III settlement towns and to support initiatives designed to improve bus interchange facilities	AT+
227	To support the establishment of green routes and an accessible walking / cycling network throughout the settlement plan areas and surrounding areas that provides safe and attractive circulation routes for pedestrians and cyclists for the enjoyment and recreational use of the entire community by linking residential areas, community facilities, amenities and	AT+ AR+ OA+

	the town centre	
228	To support and where possible, implement measures to create interpretative walking routes in and around Tier II and III towns, linking to special features of built and natural heritage interest.	AR+ AT+
229	A dismantled railway line between runs between Ballinrobe and Claremorris, providing an opportunity to re-establish the line as a walking cycling route or as a spur of the Western Rail Corridor	AT+ AR+
230, 238, 244, 249, 256, 262, 265, 276, 280, 287, 291	Mayo County Council promotes and supports the development of public transport initiatives, in keeping with the principles of Smarter Travel. (Mentioned 11 times)	AT+ AR+ OA+ HA+
234	To promote and support the re-establishment of the Ballinrobe to Claremorris dismantled railway line as a walking and cycling route or as a spur line of the Western Rail corridor.	AT+ AR+
238	Restoration of the existing riverside walk along the River Dalgan, the creation of a new circular walking route through the town and provision of a new cover and heating facilities at the public outdoor swimming pool have greatly improved the amenity offering of the town.	AR+
241	To continue to encourage rail use as a sustainable mode of transport and to promote the upgrading of the rail services to the town and connecting bus services.	AT+
242	To improve the pedestrian network, and prioritise measures such as the removal of slip lanes, the introduction of tactile paving, ramps, raised tables and kerb dishing at appropriate locations, including pedestrian crossings, street junctions, taxi ranks, bus stops and rail platforms in order to optimise safe accessibility for all users.	AT+ AR+
244	The private car is the primary mode of transport at 79.14%, which is substantially above the national average (61.40%). In terms of public	AT-

	transport, less than 1% use public transport, which can be attributed to the geographical location of the Béal an Mhuirthead in northwest.	
244	The town is located on the daily bus route between Béal an Mhuirthead and Ballina, and private bus operators and a local community bus service operated by the Mayo Local Link serves the town and the surrounding hinterlands.	AT+
246	To support the provision of a swimming pool in Béal an Mhuirthead through public private partnership, assistance to a private promoter or any other means	AR+
260	To develop and maintain a pedestrian access to Pound Street car park from the town centre.	AT+
262	New residential development will focus on compact growth to encourage a modal shift to more sustainable modes of transport such as walking and cycling	OA+ AT+ HA+
263	To protect and enhance existing amenity areas/facilities in Balla, particularly the round tower, fair green, town park, and its sporting and recreational facilities.	AR+
263	To protect the town park and encourage its enhancement through the Neighbourhood Scheme (2017).	HA+
263	Enhancement works comprising of paving, upgrading of pedestrian footpaths and crossings will enhance the attractive, traditional character of Balla.	AT+
267	To support local sports and community groups in delivering facilities, including the delivery of a new town park on a site identified adjacent to the Church	AR+
272	Mayo County Council supports increased cycling and walking in the town and other community-led programmes	AT+
276	The town is served by a regular daily bus service and the Council continues to promote and support the development of public transport initiatives in keeping with the principles of Smarter Travel.	AT+
277	These include the development of a National Outdoors Pursuits Centre in	AT+

	Castlebar, extension of the Blueway water trails and the development of “Get out there” Services centre at strategic adventure locations in the county	AR+
277	To protect and enhance the character of the pier area and to provide for the development of appropriate commercial, tourism, leisure uses and ancillary works such as car parking and navigation	AT-
278	To investigate the provision of a bypass around the town and to improve traffic management through the provision of the inner relief road and the development of a town centre car park, subject to no significant adverse effects on the environment, including the integrity of the Natura 2000 network	
281	To promote more frequent bus services to Kiltimagh allowing increased connectivity and accessibility for tourists and residents alike	AT+ AR+
282	To protect and enhance existing amenity facilities in Kiltimagh, particularly the Pollagh River, the playground, amenity park, GAA pitch, wetland park and sculpture trail.	AR+
282	To maintain and further develop walking routes and linkages to the walking routes throughout the town.	AT+ AR+
283	There are further opportunities for economic development, social integration and sustainable transport options including smarter travel, whilst protecting the natural, cultural and built heritage and the environmental quality of the town.	OA+
285	To support the provision of amenity walkways with dedicated pedestrian and cycle ways, planting and picnic areas in the town	AR+
287	Enhancement works comprising of paving, and the upgrading of pedestrian footpaths and crossings would serve to further enhance the traditional character of the town.	AT+
289	To support and, where possible, implement measures to create interpretative walking routes in and around the town, linking the town’s special features of built and natural heritage interest.	AT+ AR+

291	Public realm works in the form of paved public open spaces, wider footpaths, safe pedestrian crossings, improved disability access, off-road cycling routes and general streetscape enhancements, including ‘Dark Skies-friendly’ public lighting, are planned for Newport under the RRDF	AT+
292	To protect and enhance existing amenity areas/facilities in Newport, particularly the river/estuary, the playground, the tennis courts, the sporting pitches, Grace Kelly Amenity Park and the Great Western Greenway.	AR+
292	To promote more frequent bus services to Castlebar/Westport allowing increased connectivity and accessibility for tourists and residents alike	AT+
294	To encourage the re-use of existing vacant buildings for commercial or residential purposes and the development of infill sites to create compact, vibrant rural settlements and villages.	OA+
294	To support the creation of cycling infrastructure within the rural villages and settlements, their hinterlands and at areas of interest and attractions.	AT+ AR+
294	To facilitate the expansion of and provision of new mixed-use and employment generating development within rural settlements and villages at an appropriate size and scale, subject to normal planning requirements and the “good neighbour” principle	HA+ OA+

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Page	Paragraphs	Code
65	To promote the delivery of residential development and compact growth through active land management measures and a co-ordinated approach to developing appropriately zoned lands aligned with key public transport infrastructure, including the SDRAs, vacant sites and underutilised areas.	OA+
66	To deliver development through the use of the Derelict Sites Act 1990 and through the compulsory purchase of land as part of active land management to achieve the objectives of compact growth and the proper planning and sustainable development of an area.	AR+ OA+
67	To promote the delivery of residential development and compact growth through active land management measures and a co-ordinated approach to developing appropriately zoned lands aligned with key public transport	OA+ AT+

	infrastructure, including the SDRAs, vacant sites and underutilised areas.	
67	To seek funding from appropriate sources including the URDF, to secure the delivery of compact growth and national and regional planning objectives	OA+ HA+
82	To support retrofitting of existing built-up areas with measures which will contribute to their meeting the objective of a low-carbon city, such as reopening closed walking and cycling links or providing new links between existing areas.	AT+
95	To ensure that sufficient charging points and rapid charging infrastructure are provided on existing streets and in new developments subject to appropriate design,	AT-
99	Supports the creation of sustainable neighbourhoods in line with the 15 minute city principle designed to facilitate walking and cycling, close to public transport, and with a range of community infrastructure.	AT+
113	To consolidate and enhance the inner city, promote compact growth and maximise opportunities provided by existing and proposed public transport by linking the critical mass of existing and emerging communities such as...	AT+ OA+ HA+
113	protecting the grain, scale and vitality of city streets and encouraging the development of appropriate and sustainable building heights to ensure efficient use of resources, services and public transport infrastructure and that protects the heritage and natural assets of the city;	OA+
114	developing a sustainable network of safe, clean, attractive streets, pedestrian routes and large pedestrian zones lanes and cycleways in order to make the city more coherent and navigable and creating further new streets as part of the public realm when the opportunities arise;	AR+ AT+
114	protecting the grain, scale and vitality of city streets and encouraging the development of appropriate and sustainable building heights to ensure efficient use of resources, services and public transport infrastructure and that protects the heritage and natural assets of the city;	AT+
116	To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport services and enhanced walking and cycling infrastructure	AT+
116	support the sustainable consolidation of the city and align with the principles	AT+

	of the 15 minute city;	
118	In alignment with the Metropolitan Area Strategic Plan, to promote compact growth and sustainable densities through the consolidation and intensification of infill and brownfield lands, particularly on public transport corridors, which will:	OA+ HA+
118	To promote a variety of housing and apartment types and sizes , as well as tenure diversity and mix, which will create both a distinctive sense of place in particular areas and neighbourhoods, including coherent streets and open spaces and provide for communities to thrive.	HA+
121	deliver vibrant and equitable neighbourhoods that are walkable, compact, green, accessible, mixed and balanced;	HA+
135	marine related leisure activities and improved access and setting for the watersports centre;	AR+
137	To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, intergenerational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.	AR+ HA+ OA+
138	integrate active recreation and physical activity facilities including	AR+
138	promote and implement low traffic neighbourhoods to ensure a high quality built environment and encourage active travel in delivering the 15 minute city model.	HA+
138	encourage sustainable and low carbon transport modes through the promotion of alternative modes and ‘walkable communities’ whereby a range of facilities and services will be accessible within short walking or cycling distance;	AT+
138	promote and implement low traffic neighbourhoods to ensure a high quality built environment and encourage active travel in delivering the 15 minute city model.	AT+ AR+

143	To promote and support a youth friendly city including the delivery of facilities for children and young people, to include the delivery of youth targeted social, community and recreational infrastructure. To promote a built environment in the inner city, developing areas and Strategic Development Regeneration Areas which support the physical and emotional well-being of children and young people.	AR+
155	Within 500 metre walking distance of significant employment locations, Within 500 metres of major public transport interchanges (e.g. Connolly Station, Tara Street Station and Heuston Station), and Within identified Strategic Development Regenerations Areas.	HA+ OA+
157	To support the provision of high-quality, professionally managed and purposebuilt third-level student accommodation in line with the provisions of the National Student Accommodation Strategy (2017), on campuses or in appropriate locations close to the main campus or adjacent to high-quality public transport corridors and cycle routes, in a manner which respects the residential amenity and character of the surrounding area, in order to support the knowledge economy	AT+ OA+
159	To ensure all areas of the city, including those that have Local Area Plans, deliver social infrastructure, sports and recreational facilities, retail outlets, schools and infrastructure in accordance to an agreed phasing programme to ensure large neighbourhoods are not left isolated without essential services.	AR+
163	To continue to work with the Department of Education and Skills on the educational needs of the city through a Joint Working Group in order to assess the need for new or expanded educational facilities and to progress school projects in line with population growth in locations served by public transport and walking / cycling networks.	HA+
164	Locating outdoor play areas adjacent to busy junctions/roads should be avoided.	HA+ OA+
185	To support employment growth in the outer city by encouraging the intensification of infill, brownfield and underutilised land, particularly where it aligns with existing and future public transport infrastructure.	AT+ OA+
185	To promote Key Urban Villages as mixed use service centres for the local economy, incorporating a range of retail, employment, recreational, community uses as well as ‘co-working spaces’ and ‘office hubs.	AR+ OA+

210	To ensure that large scale retail / mixed use development proposals match the capacity of existing and planned public transport; provide good quality street environments to provide safer and more attractive settings for people to shop / do business; and incorporate cycle and pedestrian friendly designs in line with the Retail Design Manual 2012.	AT+ HA+
214	To encourage, support and promote more residential apartments as part of mixed-use developments or through the reuse / retrofit of the upper floors of existing buildings. The use of upper floors for residential use is supported in principle on Category 1 and 2 Shopping Streets	HA+
214	To support the re-use and replacement of multi storey car parks in the centre of the retail core and to safeguard short term car parking provision for shoppers and visitors at the periphery of the retail core. The redevelopment of central car parks will support public realm improvements and pedestrian priority in the retail core and can support the retail core and night time economy by providing additional mobility hubs and other innovative transport solutions, see also Policy SMT28	AT+
215	To reactivate the underutilised and inactive city centre streets and lanes in the city centre through the inclusion of art, landscaping, street furniture, outdoor dining, activity spaces and residential uses	HA+
215	To investigate the potential of the use of multi-storey car parks in the city centre for micro hubs and distribution centres for 'last-mile' delivery as part of the preparation of a Servicing / Logistics Strategy for the city	AT-
217	To support and promote the redevelopment and intensification of underutilised sites within Key Urban Villages and urban villages including surface car parks.	AT+
218	To support the roll out of the Shop Front Improvement Scheme to the urban villages and radial streets in the inner city subject to a criteria based analysis, available resources and funding availability.	OA+
220	Proposals for outdoor dining / trading from premises extending into the street will be supported where they would not harm local amenity or compromise pedestrian movement, accessibility needs or traffic conditions.	AR+
224	To promote the development of a network of active, healthy, attractive, high quality, green, and safe streets and public spaces which are inviting, pedestrian friendly and easily navigable. The aspiration is to encourage walking as the preferred means of movement between buildings and activities in the city. In the case of pedestrian movement within major developments, the creation of a public street is preferable to an enclosed arcade or other passageway	AT+

224	To promote the development of high-quality streets and public spaces which are accessible and inclusive in accordance with the principles of universal design, and which deliver vibrant, attractive, accessible and safe places and meet the needs of the city's diverse communities regardless of age, ability, disability or gender.	AT+
224	To deliver a permeable, legible and connected public realm that contributes to the delivery of other key objectives of this development plan namely active travel and sustainable movement, quality urban design, healthy placemaking and green infrastructure.	AT+
224	To move to a low traffic environment generally and to increase the amount of traffic free spaces provided in the city centre over the lifetime of the Plan as well as create new high quality public realm areas where possible taking into account the objective to enhance access to and within the city centre by public transport, walking and cycling.	
225	will be informed by walkability exercises led by older people, parents, the visually impaired and people with disabilities, to make city outdoor spaces more accessible and safe for all, creating walkable communities and age friendly spaces.	AT+
225	To support the full pedestrianisation of South William Street, subject to a feasibility study including opportunities for cycling provision	AT+
226	To devise a programme to enhance pedestrian amenities, encourage more street based activities and provide micro spaces along key routes from office and culture clusters to the retail core to enhance the vibrancy of the streetscape and to draw office workers and tourists into the retail core	AR+ OA+
228	To maintain, consolidate and expand the Pedestrian Wayfinding System; to ensure a coherent design approach in the area between the canals and Docklands; and to actively remove redundant brown tourist signage as the opportunity arises. The provision of new brown tourist signage will not be supported in the area between the canals and Docklands	AT+
229	To manage the Pedestrian Wayfinding System in consultation with relevant Governments Departments, state agencies (e.g. Fáilte Ireland, Transport Infrastructure Ireland), national cultural institutions and other civic interests in order to ensure the provision of appropriate signage for the principal places of interest in the city.	AR+
236	To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in	AT+

	progressing an integrated set of transport objectives to achieve compact growth.	
236	To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.	OA+ AT+
236	To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/Luas); and 17% private (car/van/HGV/motorcycle).	AT+
239	To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high quality urban places	OA+ AR+
239	To support the development of mobility hubs at key public transport locations and local mobility hubs in tandem with new developments to include shared car and micro mobility initiatives, creating a vibrant, accessible and liveable place to support the transportation experience	AT+
240	To promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for new developments focussed on promoting and providing for active travel and public transport use while managing vehicular traffic and servicing activity.	AT+
241	To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council's Public Realm Strategy	HA+
242	To protect, improve and expand on the pedestrian network, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions whilst ensuring accessibility for all, including people with mobility impairment and/or disabilities, older persons and people with children.	AT+ HA+
242	To improve the pedestrian network, and prioritise measures such as the removal of slip lanes, the introduction of tactile paving, ramps, raised tables and kerb dishing at appropriate locations, including pedestrian crossings, street junctions, taxi ranks, bus stops and rail platforms in order to optimise safe accessibility for all users.	AT+

243	To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.	AT+ AR+
243	To support the role of the urban villages in contributing to the 15-minute city through improvement of connectivity in particular for active travel and facilitating the delivery of public transport infrastructure and services, and public realm enhancement	AT+ OA+ HA+
243	To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, Luas and Metrolink and with the existing and proposed bus network.	AT+
244	To review the City Centre Transport Study 2016 in collaboration with the NTA in the lifetime of the plan, setting out a clear strategy to prioritise active travel modes and public transport use, whilst ensuring the integration of high quality public realm.	AT+ AR+
247	To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.	AT+
247	To promote and help develop community-based coordinated initiatives at local level that encourage active travel and modal switch to sustainable transport modes, and to target underrepresented cohorts/groups in such initiatives.	AT+ AR+
248	To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all	AT+
248	To review the temporary pedestrian and cycling improvement interventions undertaken as part of Covid-19 mobility measures in 2020/2021, with a view to upgrading and implementing permanently the successful routes through the Roads Act,	AT+
248	To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible.	AT+
248	To support the development of a connected cycling network in the City through the implementation of the NTA's Greater Dublin Area Cycle Network Plan, subject to environmental assessment and route feasibility.	AT+

248	Permission for major development (>100 units for example) will only be granted by the City Council, once a full audit of the walking and cycling facilities in the environs of a development is undertaken.	AT+ HA+ OA+
249	To carry out walkability audits with local communities and priority target groups to inform necessary improvements to the pedestrian network.	AT+
249	To provide publicly accessible cycle parking spaces, both standard bicycle spaces and non-standard for adapted and cargo bikes, in the city centre and the urban villages, and near the entrance to all publicly accessible buildings such as schools, hotels, libraries, theatres, churches etc. as required.	AT+ AR+ HA+
249	To prepare, within two years of the adoption of the Plan, a comprehensive guide setting out design standards and requirements for cycle parking in developments.	AT+
249	To promote and facilitate, in co-operation with key agencies and stakeholders, the provision of high density cycle parking facilities, as well as parking for cargo and adapted bicycles at appropriate locations, taking into consideration the NTA's GDA Cycle Network Plan, and Dublin City Council's Public Realm Strategy.	AT+
249	Subject to a feasibility assessment, to seek to extend the River Liffey Boardwalk as a key leisure walking and seating space in the City.	AR+
249	To seek to reopen the pathway underneath Blaquiere Bridge on the North Circular Road beside the Old State Cinema in Phibsborough to pedestrians and cyclists.	AR+ AT+
250	Walking and Cycling for School Trips (a) To prioritise and target a significant increase in the number of children walking and cycling to and from schools; (b) To promote walking and cycling for school trips to all educational facilities; (c) To promote and support initiatives such as "Safe Routes to School", the 'Green Schools' and 'Schools Streets' projects, and to prioritise school routes for permeability projects and provision and enhancements of pedestrian and cycle ways	AT+ OA+
250	To promote and support initiatives such as "Safe Routes to School", the 'Green Schools' and 'Schools Streets' projects, and to prioritise school routes for permeability projects and provision and enhancements of pedestrian and cycle ways.	OA+

253	To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained:	
253	To work with Iarnród Éireann/Irish Rail, the NTA, TII and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity.	AT+
254	Additional Interchanges and Rail Stations (i) To promote and seek the development of a new interchange station at Cross Guns Glasnevin, subject to environmental requirements being satisfied and appropriate planning consents being obtained, as part of the DART+ and Metro link projects. (ii) To promote the provision of a station at Croke Park Stadium. (iii) To promote and seek provision of additional stations as part of the DART+ projects in consultation with Iarnród Éireann/Irish Rail.	AT+
254	DCC will work with the NTA to incorporate bus infrastructure within new large scale developments where appropriate	AT+
254	To engage with the National Transport Authority (NTA) in order to promote the incorporation of green roofs on new and existing bus shelters.	AT+
255	To monitor the success of and expand the shared bike schemes and to facilitate the expansion of shared micro-mobility schemes throughout the city, in accordance with ongoing review and new models of operation such as the use of mobility hubs.	AT+
256	To manage on-street car parking to serve the needs of the city alongside the needs of residents, visitors, businesses, kerbside activity and accessible parking requirements, and to facilitate the re-organisation and loss of spaces to serve sustainable development targets such as in relation to, sustainable transport provision, greening initiatives, sustainable urban drainage, access to new developments, or public realm improvements.	AT+
257	To provide for sustainable levels of car parking and car storage in residential schemes in accordance with development plan car parking standards (see Appendix 5) so as to promote city centre living and reduce the requirement	AT + HA -

	for car parking.	
257	To encourage new ways of addressing the transport needs of residents (such as car clubs and mobility hubs) to reduce the requirement for car parking.	HA -
257	To safeguard the residential parking component in mixed-use developments.	HA -
257	To support the repurposing of multi-storey car parks for alternative uses such as central mobility hubs providing high density bike parking, shared mobility services, 'last mile' delivery hubs and recreational or cultural uses	AT+
257	To progressively eliminate all 'free' on-street parking, both within the canals and in adjacent areas where there is evidence of 'all day' commuter parking, through the imposition of appropriate parking controls, including resident permit parking, pay and display parking, or by the provision of new cycle parking, public realm or greening.	AT+
258	To control the supply and price of public and permit parking in the city in order to achieve sustainable transportation policy objectives and encourage modal shift	AT+
258	To carry out a feasibility study of the residential and non-residential car parking provision across the city and urban villages and review the implementation of parking demand management strategies in areas where deemed appropriate and practicable	
258	To work with other public bodies to examine opportunities to repurpose surface parking throughout the city for greening and to support the proposal to re-establish the park at the front of Leinster House.	AT+ AR+
259	<p>Transport Tunnels</p> <p>(i) To require the submission of appropriate development assessments for all development proposals located in the vicinity of Dublin Tunnel, the requirements of which are set out in Appendix 5.</p> <p>(ii) To require consultation with Iarnród Éireann/Irish Rail in relation to heavy rail for any proposed public transport tunnel.</p>	AT+
260	To initiate and/or implement the following street/road schemes and bridges within the six year period of the development plan, subject to the availability of funding and environmental requirements and compliance with the 'Principles of Road Development' set out in the NTA Greater Dublin Area Transport Strategy.	AT+
260	Bridge from North Wall Quay at Point Depot (Point Bridge) and the	AT+

	widening of Tom Clarke Bridge, improve pedestrian and cycling facilities at the crossing point as well as accommodating additional public transport routes in conjunction with the Dodder Bridge -Map E.	
261	To investigate the feasibility of providing a pedestrian/cycle connections at the following locations, subject to its alignment with the recommendations of the NTA's GDA Cycle Network Plan:	261
261	To provide for improved pedestrian/cycle connections linking Coolock Lane to Oscar Traynor Road, in collaboration and consultation with the NTA, TII and Fingal County Council. (Included for 4 locations)	AT+ AR+
262	To design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within the Design Manual for Urban Roads and Streets (DMURS) and to carry out upgrade works to existing road and street networks in accordance with these standards where feasible	AT+
262	To ensure that streets and roads within the city are designed to balance the needs and protect the safety of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated.	AT+
262	To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment that are suited to all users, including pedestrians and cyclists.	AT+
262	To continue investment in the city's computer-based area traffic signal control system and in other Information Technology (IT) systems to increase the capacity of Dublin City Council's traffic department to manage traffic in the city and to improve the priority given to pedestrians, cyclists and public transport in the city	AT+
263	To promote traffic calming in existing residential neighbourhoods through innovative street design and layout such as homezones, filtered permeability, low traffic neighbourhoods , quietways and unsignalised crossings where appropriate	AT+
293	To provide and maintain high quality and appropriate street/ outdoor lighting on public roads, footways, cycleways, public realm throughout the City in accordance with the Council's Vision Statement for Public Lighting in Dublin City and related public lighting projects.	AT+ HA+
307	Providing safe, easily accessible well designed green and civic spaces and	AR+

	streets for social interaction and spaces for recreation at a range of scales and functions.	
307	Space for physical activity and opportunities for social interaction benefiting people's health and improving their sense of wellbeing.	AR+
310	To develop an interconnected green infrastructure network of strategic natural and semi-natural areas with other environmental features including green spaces, rivers, canals, the coastal and marine area and other physical features including streets and civic spaces that supports ecological, wildlife, and social connectivity.	AT+
310	To ensure delivery of multifunctional green and civic spaces that meet community needs, support biodiversity, promote active and passive recreation, flood and surface water management and local habitat improvements. The multi-functionality of spaces will be balanced against the need to protect and enhance local habitat and the recreational and functional requirements of parks.	AR+
310	To ensure universal design for access for all to the green infrastructure network. Priority of access is to be given to pedestrians over all other users. In line with the Parks Strategy, access to facilities and to public parks and open spaces will be provided equally to all citizens and inequalities of access shall be identified and addressed.	AR+
311	To expand the preparation and implementation of urban greening strategies, with particular focus on key streets in the city area between the Royal and Grand Canals. To support the implementation of the: 'Liberties Greening Strategy' (2015), the 'North East Inner City Greening Strategy' (2018) and the 'Stoneybatter Green Strategy' (2021) and to implement the greening strategies in the Council's Public Realm Strategies programme	AR+
312	To implement the forthcoming Dublin City Council Parks, Public Open Space Design Guide.	AR+
312	To support the development of the following metropolitan greenways and local cycleways / walkways: Royal Canal and the Grand Canal (including the inner Grand/Royal canal loop linking the two canals via the Phoenix Park). Rivers Liffey (Dublin Galway Euro route) Dodder (Ringsend to Dublin Mountains). Coastal corridor.	AR+

	Local routes and extension of existing routes including along the Rivers Tolka, Santry, Poddle, Camac and Mayne.	
317	To liaise and work with and support the National Parks and Wildlife Service in the designation of additional nature reserves and Natural Heritage Areas, and in the identification of opportunities for nature development.	AR+
322	To ensure equality of access for all citizens to the public parks and open spaces in Dublin City and to promote more open space with increased accessibility and passive surveillance where feasible. In this regard, a city wide range of 2.5ha to 3.6ha of parks per 1,000 population benchmark for green/recreational space as set out in the 2019 Parks Strategy (or as updated) shall be a policy goal and quality standard.	AR+
322	To give priority to acquiring new public open space on-site, particularly in areas identified in the Council's Parks Strategy 2019 as deficient in public open space. Where it is not feasible or realistic on site, the Council will require a financial contribution in lieu of provision to provide appropriate open space in the vicinity. The methodology for calculating this contribution shall be included in the City's Development Contribution Scheme.	AR+
322	To seek the provision of additional public open spaces in areas of deficiency as identified in the Dublin City Council Parks Strategy 2019 (and any future update) and the forthcoming public open space audit for the city centre by: a) securing open space as part of new development / the redevelopment of brownfield lands; b) the upgrading of existing Flagship Parks and Community Grade 1 & 2 Parks to better serve their communities; c) investigating opportunities for access to local schools and colleges; and, d) the development of pocket parks/parklets.	AR+
323	To continue to manage and protect and/or enhance the city's parks and public open spaces to meet the social, recreational, conservation and ecological needs of the city and to consider the development of appropriate complementary facilities which do not detract from the amenities of spaces.	AR+
323	To continue to provide and improve visitor facilities in parks and public open spaces, including cafés, kiosks, toilets, shower and changing-room facilities, water fountains and dog parks etc. and to ensure that such features are accessibly designed. To encourage and facilitate the introduction of amenities in parks such as table tennis, outdoor gyms, adult exercise equipment, bowling greens, etc.	AR+
323	To ensure that in new residential developments, public open space is provided which is sufficient in amenity, quantity and distribution to meet the requirements of the projected population, including play facilities for children and that it is accessible by safe secure walking and cycling routes.	HA+ AR+

328	To develop linear parks, sustainable riverine access, walkways, cycleways and water focused recreational, sporting and tourism amenities which enhance appreciation of rivers in a manner that ensures that any adverse environmental effects are avoided and ecological enhancements, where appropriate, are employed to ensure a net biodiversity gain	AR+
331	To promote and support the sustainable use, including access, of the city's beaches and the coast for amenity and recreational uses while protecting habitats from unsustainable recreational pressures.	AR+
331	To ensure all bathing areas, including Dollymount and Sandymount, are maintained to a high standard and to protect and improve water quality and bathing facilities at designated and other monitored waters in order to bring them to designated bathing waters as far as is possible and/or 'Blue Flag' standard.	AR+
332	To require appropriate and long-term tree and native hedgerow planting in the planning of new development, urban spaces, streets, roads and infrastructure projects.	HA+ AR+
336	To improve the health and well-being of communities by increasing access to participation in sports, recreation and healthy activity in line with the National Physical Activity Plan 2016, the Healthy Ireland Framework 2019 – 2025 and the Sport Ireland Participation Plan 2021 – 2024.	AR+
336	To improve and upgrade existing sports/recreational facilities in the city and to ensure the availability of and equal access to a range of recreational facilities to the general population of all ages and groups (including women/girls and minority sports) at locations throughout the city, including housing complexes. In areas where a deficiency exists, Dublin City Council will work with the providers of such facilities, including schools, institutions and private operators, to ensure access to the local population.	AR+
336	To maximise the multiple use of sports and recreation facilities by encouraging the co-location of services between sports providers, schools, colleges and other community facilities	AR+
336	To protect existing and established sport and recreation facilities, including pitches, unless there is clear evidence that there is no long term need for the facility; unless the loss would be replaced by equivalent or better provision in terms of quantity or quality in an accessible and suitable location; or the development is for alternative sports and recreational provision, or required to meet other open space deficiencies, the benefits of which would clearly outweigh the loss of the former or current use.	AR+
337	To seek the provision of children's playing facilities in new residential	AR+

	developments and mixed developments with a residential element. To provide playgrounds to an appropriate standard of amenity, safety, and accessibility and to create safe and accessible places for socialising and informal play.	HA+
337	To support the work of the Dublin City Sports & Wellbeing Partnership and the Dublin Active Cities Project in creating, maintaining and increasing the numbers of people, of all ages, gender and ability, participating in sport and physical activity in the city.	AR+
337	To carry out a playing fields study to better measure the use and management (quality) of playing pitches and to examine the level of pitch provision required as a result of planned population growth, increased female participation in sport and the increase in demand for sports playing pitches.	AR+
337	To liaise and work with sporting organisations to ensure where possible, that the City Council responds to the needs of sports clubs and communities in the provision of quality facilities.	AR+
338	To investigate the potential for the provision of a multi sports hub in the outer suburbs to service the growing demand for pitch facilities in conjunction with Fingal County Council.	AR+
338	To support the development of a public lido at George's Dock, and to strive to achieve this within the first three years of the Development Plan being adopted, and to provide other water sports and leisure activities in the city centre and at the River Liffey, canals and other key water bodies.	AR+
360	To promote the redevelopment and regeneration of mews lanes, including those in the north and south Georgian core, for sensitively designed, appropriately scaled, infill residential development, that restores historic fabric where possible, and that removes inappropriate backland car parking areas.	AR+
404	To support the traditional arts within the city including music, dance and sports and to support key language and cultural investment projects in the city. DCC supports the UNESCO recognition sought for Irish cultural heritage elements, including hurling, harping and piping which have already achieved protection.	AR+
413	Access and Permeability: Development proposals should ensure adequate permeability and connectivity to surrounding neighbourhoods and public transport infrastructure through the provision of high quality, accessible public realm and high-quality walking and cycling infrastructure. Access and layout should accord with the principles of DMURS.	AR+ AT+

559	Inter-relationship of buildings / dwellings, roads, pedestrian ways, neighbourhood centre facilities and local parks and green areas – active frontages and passive surveillance will be encouraged.	AT+
563	Providing clear and direct routes through the area for pedestrians and cyclists with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead.	
563	Avoiding the planting of fast-growing shrubs and trees where they would obscure lighting or pedestrian routes; shrubs should be set back from the edge of paths	AT+ HA+
563	Ensuring that the layout and design of roads within residential areas encourages appropriate traffic volumes and speeds.	AT+
588	Taking in charge refers to the taking over of the running/maintenance/ownership by a local authority of lands that were developed privately but which have public access and a wider public benefit in their provision. The local authority thereafter looks after these areas for the public. Examples are residential estate roads and public parks.	
604	Where dwellings have little or no front gardens in urban settings, it is important that ‘defensible space’ is created behind the public footpath, for example, by means of a planting strip, and the design of ground floor windows will need to be carefully considered. Rear gardens and similar private areas should: be screened from public areas, provide safe and secure play areas for children, be overlooked from the window of a living area or kitchen, have robust boundaries, and not back on to roads or public open spaces.	HA+ AR+

Waterford

Pages	Description	Code
46	In a manner consistent with NPO 34 and 35, we will promote and support an efficient, equitable and sustainable pattern of residential and other development that delivers compact growth and critical mass for sustainable communities in Waterford, by managing the level of growth in each settlement.	OA+ AT+
47	We will develop and deliver a Housing Strategy in order to meet the	HA+

	housing needs of our communities, balance the provision of social and affordable private housing, ensure effective delivery of housing and mitigate current residential leakage and unsustainable travel patterns.	AT+
47	We will collaborate with state agencies such as the LDA and SRA to deliver quality regeneration projects across our urban settlements in a way that supports the achievement of compact growth and sustainable placemaking for urban and rural communities.	AT+ OA+
48	We will provide a comprehensive set of development management standards which provide clear qualitative and quantitative guidance for developments across urban and rural areas of the city and county. Development densities, in particular will be appropriate to the built and other contextual issues relating to each location, including proximity to public transport facilities/routes, so as to avoid a “one size fits all” approach and deliver distinctive placemaking.	AT+ OA+
60	During the life of the Development Plan we will prepare a strategic framework plan, areabased transport assessment and Local Area Plan to guide the sustainable development of Neighbourhood Two at Gracedieu prior to the release of land in this area for development.	AT+
60	When considering development proposals in remaining undeveloped areas of Neighbourhood One, we will ensure that full consideration is given to the retention of options for accessing Neighbourhood Two.	AT+
60	We will provide traffic calming along Carrickphierish Road in order to assist in creating enhanced sense of place between the Schools/Public Library and the neighbourhood centre and improve the safety of the road for active travel modes	AT+ AR+ OA+
63	We will require that all new development in the Kilbarry area adheres to the residential block layout set out in the design framework and Appendix 6 of the Development Plan while having regard to the policy objectives, residential densities and development management standards of the Development Plan.	AT+ AR+
72	Avoidance of the development of taxi/hackney offices and ranks where they are likely to cause traffic congestion or traffic hazard.	AT+
73	To improve the experience of visitors and residents in the City Centre and continue the enhancement of a high-quality city centre which invites, encourages and supports sustainable movement we will:	AR+
73	Facilitate the development of an accessible city centre, with particular reference to persons with disabilities, pedestrians and cyclists and	AT+ AR+

	improve the availability of public transport, and short-term parking, within easy reach of the central area.	
73	Continue to implement transformational enhancement across the public realm, in particular along the South Quays, Spring Garden, Jenkins Lane and the Cultural Quarter and in the delivery of a network of quality amenity/biodiversity spaces where opportunities arise	AR+ OA+
74	The retention of residential accommodation on the upper floors of city centre properties will be encouraged.	HA+ OA+
84	Local convenience shops in residential areas (where there is a clear deficiency of retail provision by permitting developments of up to 100m2 net sales area), subject to protecting residential amenity, and • Forecourt shops at service stations (up to 100m2 net sales space).	HA+
85	We will support the development of Waterford City Centre, Suburban District Centres and Neighbourhood Centres as accessible, multifunctional centres which are of a high quality urban realm and placemaking standard, which provide a variety of uses at an appropriate scale, which facilitate the development of the City's 10 minute neighbourhood concept and meet the needs of the communities they serve.	OA+ AT+
90	This will include a Blue Green Infrastructure Strategy for the City. This will also identify a location for a Regional Scale Park within the Waterford Metropolitan Area as well as the development of neighbourhood parks and open spaces' in a manner consistent with Waterford MASP Policy Objective (PO) 21 (c) as identified in the RSES.	AR+
93	We will ensure that the growth of the city takes place in an infrastructure led manner that is Transport-Orientated and sustainable in terms of integrated land use and transportation planning, and which reduces congestion, air pollution and enhances the quality of the urban environment. To inform our future decision making in this regard we will review PLUTS during the lifetime of the Development Plan on the completion of WMATS and its associated demand management study. This process will identify a number of new objectives; however, in the interim a number of objectives include inter alia:	AT+
93	Improvement to Bilberry Road following completion of the Waterford Greenway while facilitating space to link Waterford Suir Valley Railway into the city centre over the long term	AT+ AR+
93	Deliver alternative and segregated active travel routes across the city	AT+

	and in particular along the banks of the Suir east and west of Rice Bridge, links to and between key trip generators such as educational, employment and health facilities which utilise existing amenity spaces where feasible and wider links to areas outside the MASP area such as Tramore;	OA+
93	In addition, we support the development of transformational infrastructure such as an additional city centre river crossing, a down-stream river crossing and an outer orbital route which will enable the concentric city to develop and the city centre to be fully reconfigured to cater for the needs of its visitors, residents and business community. Indicative locations and routes for these infrastructural elements will be finalised during the life of the Development Plan. Proposals for development shall ensure no adverse impacts on the integrity of the River Suir SAC.	AT+ AR+
94	We will continue to implement the Neighbourhood Strategy in order to provide for the development of sustainable, inclusive and diverse neighbourhoods, focused on neighbourhood/ district commercial centres with a mix of uses, densities, community facilities and neighbourhood centre uses. Furthermore, we will implement measures to enhance permeability within and between neighbourhoods to deliver the 10-minute neighbourhood concept through active travel modes.	AT+ AR+ HA+
94	To retain, protect and improve the environmental qualities of the existing suburban areas; to reinforce their neighbourhood/district commercial centres and to provide for additional community youth and public services, amenities and facilities as required.	AR+
94	During the lifetime of the Development Plan we will prepare a Design Framework for the South Quays. This will be dominated by public amenity and biodiversity spaces building on the imminent Waterford Greenway and Waterford to New Ross Greenway interconnection and be interspersed with commercial uses which respect the built form and historic fabric of the South Quays while interfacing with new development of scale on the North Quays.	AR+ AT+
104	Maximising the efficiency of zoned lands by advocating for and facilitating the provision, upgrade or refurbishment of necessary and timely supporting infrastructure, sustainable transport opportunities, and utilities	AT+ OA+
105	The proposed development is of a high standard of design, layout, access, parking, and landscaping, and integrates and contributes positively to the built quality and amenity of the site and its	AT-

	surroundings.	
105	The proposal is readily accessible by public transport (where available), bicycle and foot, or contribute towards provision of new routes to serve the area	AT+ OA+
105	The proposal, where likely to result in at least 50 employees commuting to the site, contains a Green Commuter/ Mobility Management Plan showing how at least 33% of the workforce will commute without driver-only occupancy of a private motor vehicle	AT+ OA+
106	Enhancements to our streetscapes and public/ urban spaces, including those that support active transport.	AT+
113	To engage in local partnerships with stakeholders/ community groups, and social enterprise, together with other funding organisations, to assist in identifying, facilitating and promoting smart working locations and economic enterprise and growth/ regeneration, by encouraging and facilitating the provision (subject to funding availability), of local workspaces, small business units, new Enterprise Centres /Co-working hubs, and/ or grouped 'units' or spaces which can provide a multi-functionality of purpose and use, adding vitality and vibrancy to an area. Social enterprises running repair, reuse and recycling initiatives will also be encouraged where considered appropriate.	OA+
114	• Facilitate increased connectivity between Gaeltacht settlements, Ardmore, Dungarvan, and areas of cultural interest through the delivery of a network of trails	AR+
114	The anticipated level of traffic generation (type and frequency) does not adversely impact on public and traffic safety.	AT+
115	The development of marinas, water sport based activities, improvement of harbours, quays and slipways, and enhanced interpretation and safety, should be considered as part of a broader strategy for these facilities to be carried out during the lifetime of the Development Plan and should be designed so as to avoid landscape/ seascape or environmental/water quality degradation and adverse effects on designated sites in the area.	AR+
122	We will cooperate with various stakeholders and tourism agencies to build on the strengths of Waterford City as the regional capital, Dungarvan as a Key Town and County Waterford in their promotion as a tourism destination of choice. To this end, we will facilitate and encourage: Sustainable tourism 'products' and activities/ attractors in appropriate locations which are based on and reflect the city and county's distinctive history, natural and/ or cultural heritage, agri-food,	AR+

	marine and horticultural sector, and outdoor pursuits and recreation. Sustainable modes of transport – public transport, active transport (cycling and walking) etc; and Encourage and support investment in digital technology in the tourism sector, with a particular focus on sectors such as visitor attractions and activities with low digital presence and/or integration.	
122	The extension of the Waterford Greenway through the city centre to connect with the New Ross Greenway’ Extending the Greenway to the west of Dungarvan, Developing a Waterford to Tramore and a Waterford to Portlaw/ Carrick-on-Suir Greenway, Development of sites of interest along the existing Waterford Greenway e.g. Woodstown Viking Site, Train Station in Kilmacthomas	AR+
122	The development of a regional scale park within the Waterford Metropolitan Area	AR+ HA+
122	The development of world class activity facility centres for watersports in Ardmore and Tramore in association with Fáilte Ireland.	AR+
123	Settlements: Camping sites should be located at appropriate locations within or adjacent to existing settlements where such proposals demonstrate the provision of safe pedestrian links to the settlement	AR+
123	High Potential Tourism Attractors: Camping sites to service a high potential tourism attractor such as the Waterford Greenway, coastline, rivers, Comeragh Mountains, walking and tourism trails, outdoor recreational amenities or Blueways, should be located at existing settlements or at established centres which provide existing services to tourists, subject to the capacity of the site and the location to facilitate the proposal.	AR+
123	All Other Locations: We may facilitate proposals for camping sites which support rural tourism initiatives developed upon rural enterprise, natural heritage assets and outdoor recreational activities and which are located at a rural location removed from any settlement or high potential tourism attractor, subject to the capacity of the site and the location to facilitate the proposal. The scale of any tourism accommodation will be determined by the nature and scale of the existing tourist attractions and/or the extent of existing underutilised agricultural/commercial/ancillary building stock available for reuse for	AR+

	the purposes of tourist accommodation and ancillary services	
123	In collaboration with landowners, local communities, relevant stakeholders and social enterprise, we will promote, facilitate, encourage investment, and deliver improvements to our tourism product, infrastructure and facilities, including improved car, bus and bicycle parking, walking and cycling trails, directional signage/information boards, and service/rest facilities. Proposals for development shall ensure no adverse impacts on ecological integrity including the Natura 2000 Network.	AT+
124	To support the development of any update to Waterford’s Tourism Statement of Strategy and Work Plan (2017-2022), and to support the creation of a Strategy for the further development of Greenways, Blueways and Trails in County Waterford incorporating walking, cycling and other activities to support tourism development, and to assist in seeking funding opportunities for their development.	AT+ AR+
126	Be located so as to be easily accessible by public transport and/ or active modes.	AT+
127	They support an increase in the proportion of staff, students and visitors who access the university, and move between its campuses, by public transport, cycling and walking.	AT+ OA+
135	To embrace and support the development of Dungarvan and Tramore Town Centres and other urban centres as accessible, multifunctional centres which are of a high quality urban realm and placemaking standard, provide a variety of uses at an adequate and appropriate scale, which facilitate the development of 10 minute communities/neighbourhoods.	AT+ HA+ OA+
136	To make efficient use of transport networks and ensure that all new developments contribute towards reducing the need to travel long distances and encourage people to walk, cycle or use public transport	AT+
136	Provide public and active transport infrastructure and services to meet the needs of neighbourhoods, towns, villages and rural areas in facilitating the “10 minute” city and town concept, to achieve this development of permeability measures in Tramore, Dungarvan and Waterford will be a priority of this Development Plan. Such infrastructure should be designed to be universally accessed, sustainable and safe particularly for women and children and have appropriate lighting (Please see 'Travelling in a Woman's Shoes' TII 2020).	AT+ HA+
139	Ensure that land use zonings are aligned with the provision and	AT+

	development of high quality/ capacity public transport systems in a manner that reduces reliance on car-based travel, promotes more sustainable transport choice and co-ordinates particular land uses with their accessibility requirements.	
139	Larger scale, trip intensive developments, such as offices, retail and education, will be focused into central and other locations highly accessible by sustainable transport modes.	OA+ HA+
139	Develop a 10-minute neighbourhood framework for all new and existing urban areas across Waterford and map and identify infrastructural requirements to facilitate its implementation	HA+
139	Support the development of a low carbon transport system by continuing to promote modal shift (as per modal ambitions and potential as set out in Table 5.1 and Table 5.2) from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport.	AT+
139	Designing and develop permeable links for walking and cycling in new development areas and retrospectively implement accessible, safe walking and cycling facilities and infrastructure into existing neighbourhoods, particularly at peripheral locations of our urban areas, where feasible and practicable. This will be done through the provision of appropriate pedestrian and cycle facilities. All work to the public realm must take into account the ‘whole journey approach’ which refers to all elements that constitute a journey from the starting point to destination. All developments must ensure that universal design approach to the built environment is taken into account, including but not limited to footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, town greenways and bus stops/shelters.	AT+
141	We will support the priorities and strategies identified in the Regional Transport Strategy, Connecting Ireland, as well as the transport priorities for Waterford Metropolitan Area and investment objectives as highlighted in Section 6.3 of the RSES.	AT+
141	We will develop Waterford City as a concentric city in accordance with the integrated land use and transportation framework set out in the Waterford Planning, Land Use and Transportation Strategy (PLUTS) and we will undertake a review of PLUTS which is based on balanced and compact growth north and south of the River Suir and is supported by integrated land use and transport planning including the development of:	OA+
141	To prepare a County Transport Plan, during the life of the Development	AT+

	Plan, and that such a plan should take account of WMATS, Connecting Ireland, other NTA public transport programmes and the development of Local Transport Plans.	
148	We will promote walking and cycling as efficient, healthy and environmentally friendly modes of transport by delivering a comprehensive network of safe walking and cycling routes, and investigate the potential for quiet routes which will be a high quality, fully connected and inclusive, across the Waterford City and County with associated placemaking, green infrastructure corridors and public realm improvements in accordance with best accessibility practice and promotion of the initiatives contained within Smarter Travel, A Sustainable Transport Future 2009 – 2020 or any update thereof. All proposals shall ensure no adverse impacts on ecological integrity including the Natura 2000 Network.	AT+
148	In order to develop a network of safe walking and cycling routes, we will put in place priority footways and cycleways on rural roads, when the opportunity arises and sufficient road width and route options exists so as to provide for improved pedestrian access to and from villages/towns and public transport and to counteract rural isolation	AT+
148	Ensure that all developments can provide full connectivity/permeability to the adjacent road network (pedestrian, cycle and vehicular) and/or to adjacent lands which are zoned for development and lands which may be zoned for development in the future. Access should be also provided to adjoining amenities such as Greenways, Walkways and other recreational areas and have regard to ‘Ireland’s Government Road Safety Strategy 2021–2030.	AT+
148	We will continue to develop an integrated network of greenways/ blueways and green/ blue routes within Waterford and linking to adjoining counties. All proposals shall ensure no adverse impacts on ecological integrity including the Natura 2000 Network.	AR+
148	We will prepare a city and county cycling plan which will outline how cycling for transport and recreation will be increased and how the cycle network will be developed and implemented.	AT+ AR+
148	We will support the provision of bike and other rental schemes (pedal and e-bike) as well as the use of cargo delivery in Waterford City and other urban centres across the County	AT+ OA+
148	We will support the provision of accessible public amenities such as, showers, bike racks, safe cycle parking and bike storage to enable and promote walking, cycling and other forms of mobility in new and	AT+

	existing developments.	
153	To support and co-operate with public and private transport operators in the provision of an effective, accessible, attractive and sustainable transport service and in the development of key infrastructural requirements such as bus lay-byes and set-down locations in appropriate urban and rural locations, turning areas for buses in larger housing estates which:	AT+
153	We will support the development and rollout of a Citywide public transport system, which will enhance accessibility to the City Centre and key destination such as SETU & Waterford University Hospital, from within the City/Environs area, and nearby towns; and improve cross-city connectivity north and south of the River Suir.	AT+ OA+
153	We will require appropriate public and active modes of transport infrastructure be incorporated as part of any significant residential, educational, community or commercial development proposal	AT+ HA+ OA+
153	Support sustainable travel in the tourism sector by the promotion of public transport use and by integrating transport plans and tourism strategies to promote increasingly sustainable travel patterns among visitors.	AR+
153	We will continue to improve access via sustainable transport modes to significant employment and education destinations through the direct provision of public provided and developer provided infrastructure and through demand management measures.	OA+
153	We will continue to support and facilitate the provision of public transport infrastructure and services to meet the needs of smaller towns, villages and rural areas across Waterford County in collaboration with the NTA, TII and Department of Transport, Tourism and Sport (DTTAS).	AT+
153	We will continue to co-operate with the NTA, TFI and other relevant agencies to support the operation and enhancement of existing bus network, and extension of the network to other areas where appropriate.	AT+
143	We will support the NTA and Local Link Rural Transport Programme to provide a quality countywide community based public transport system and associated infrastructure across Waterford city and county which responds to local needs in providing for social and economic connectivity between small villages/rural areas and larger towns.	AT+
154	We will support the optimal use of the rail network, in catering for the	AT+

	movement of people and goods and thereby enhance the economic corridor between Waterford City and Dublin, Key towns of Kilkenny, Carlow, Clonmel and Wexford Town as well as commuter towns such as Carrick On Suir and New Ross.	
154	Support the retention of the Waterford -Rosslare and the New Ross Rail lines for future freight and passenger rail connectivity between Waterford City, Waterford Port (Belview), Wexford Town, Rosslare Town and Europort.	AT+
154	We will investigate the potential of providing a number of ‘Park and Ride’ and ‘Park and Stride’ facilities in appropriate locations in conjunction with the provision of public transport across Waterford City, Dungarvan and Tramore subject to environmental assessment of identified locations.	AT+
154	Working in collaboration with transport stakeholders, significant trip destinations and employers, we will promote, support and facilitate car pooling and car sharing in Waterford City and County.	AT+
157	In conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, we will improve the City and County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process.	AT+
157	We will ensure that the planning, design and implementation of all road/street networks across the city and county accord with the principles set out in the Design Manual for Urban Roads and Streets (2020), the National Cycle Manual (2010) and other relevant standards where appropriate, or any future update thereof.	AT+
157	We will protect national, regional, local roads and urban streets free from adverse development that may compromise the development of route options or the construction of preferred routes or add to the overall costs associated with new road schemes.	AT-
157	We will preserve free from development proposed road/street realignment/improvement lines and associated corridors as identified during the life of the Development Plan where such development would prejudice the implementation of Transport Infrastructure Ireland (TII) or Local Authority road schemes.	AT-
158	We will prioritise road and traffic safety measures on all roads/streets across the City and County. In particular we will support and facilitate ‘School Streets’ in the vicinity and on the approaches to school	HA+

	premises based on the Fingal School Streets Pilot Project (2019)	
158	We will implement traffic calming measures on roads/streets in appropriate location in urban areas across the County, to reduce the speed of traffic in the interest of public safety, traffic safety and residential amenity. We will ensure that all streets and street networks within urban areas are designed to passively calm traffic through the creation of a self-regulating street environment. Proposals for new development should provide for appropriate traffic calming measures.	HA+ AR+
159	We will maintain and protect the strategic transport function and capacity of motorways and the national roads and associated junctions in accordance with the Spatial Planning and National Roads Guidelines (2012) and the Trans-European Networks (TEN-T) Regulations.	AT-
159	National Roads: Avoid the creation of any additional access points from new development or the material increase in traffic using existing access points to National Roads, to which a speed limit of greater than 60 kph applies in accordance with the requirements set out in the Spatial Planning and National Road Guidelines, DECLG (2012).	AT+
161	Where applicants who establish a genuine rural housing need (Chapter 7), are proposing to build a home on their landholding and cannot provide access onto a nearby county (Local) road. In this instance, applicants will be required to maximise the potential of existing entrances. The onus will be on the applicant(s) to demonstrate that there are no other accesses or suitable alternative sites within the overall landholding.	AT-
161	Using Beta Project5 initiative identify and deliver a network of sustainably connected traffic calmed rural local roads which will act as active transport and 'green finger' biodiversity corridors linking our rural economic cluster areas and settlements (as set out in Table 4.1) and enhancing potential for sustainable mobility.	AT+
162	To investigate reducing speed limits in appropriate urban area to 30km in collaboration with key stakeholders	AT+
165	We will manage car parking as part of the overall strategic transport needs of the City and County in accordance with the parking standards set out in Volume 2.	AT-
165	We will ensure the adequate provision of appropriately located off-street car parking in urban areas to meet the needs of local residents, shoppers and businesses	AT-

166	We will support the removal of excess on-street and surface car parking in urban centres in favour of edge of centre location which will assist in the creation of new spaces for people and improve existing streetscapes	AT+
166	To support investment in the sustainable development of Electric Vehicle charging facilities at on and off-street car parking locations and within new developments in accordance with the parking standards set out in Volume 2.	AT-
167	Where new bicycle parking facilities are to be provided, we will locate these near bus stops and bus/ rail stations to facilitate an increase in inter-modal journeys by cycling and public transport.	AT+
167	We will require all new developments to provide appropriate cycle parking facilities in central, accessible and safe locations so as to assist with supporting modal shift away from private cars to more sustainable modes of transport i.e. Cycling, Walking, and Public Transport in accordance with the bicycling parking standards set out in Volume 2.	AT+
167	The provision of e-bike chargers in public locations will be supported subject to the availability of funding.	AT+
181	Ensures sufficient heat density (e.g. compact growth) and diversity of connected heat loads (egg hospital, leisure centre, large retail, electricity production, industry) to facilitate the economic provision, viability and integration/ implementation of low carbon heating technologies in development proposals	OA+ AR+
188	d)details of on-site car parking facilities for site workers during the course of construction. e) details of the timing and routing of construction traffic to and from the construction site and associated directional signage. f) measures to obviate queuing of construction traffic on the adjoining road network.	OA-
191	To promote development that is compact, diverse and sustainable and which is resilient and adaptive to climate change.	HA+ OA+
192	To promote compact urban growth through the consolidation and development of new residential units on infill/ brownfield sites and mews and townhouse developments and support the most efficient use of publicly owned lands for residential and mixed-use developments	OA+
192	Is serviceable by public transport and sustainable modes such as	HA+

	walking and cycling.	
192	Proximity to high capacity public transport corridors and investment in sustainable and/ or active transport infrastructure.	HA+
192	Supporting residential development proposals and urban design which incorporate clustering of mixed land use and co-location of services in appropriate location(s), or where quick and easy access to such services is available.	HA+ AR+
192	Ensuing the integrated provision of quality green and blue infrastructure components/ public open space and networks of same so as to achieve distinctiveness and sense of place across our neighbourhoods; and, Requiring the provision of support infrastructure/ facilities to encourage sustainable mobility	HA+ AR+
193	To maximise the efficient use of existing infrastructure and services and promote a positive modal shift towards sustainable transport use, we will facilitate the sustainable, compact, sequential regeneration and redevelopment of urban areas through the appropriate development of identified key infill and brownfield sites as per Table 3.2 and Appendix 21 for a mix of uses appropriate to the location. T	HA+ AT+
203	We will facilitate provision of high-quality, purpose built and professionally managed student accommodation in line with the provisions of the National Student Accommodation Strategy (2017). Purpose built student accommodation should be provided on campus or in suitable locations that are easily accessible to relevant educational institutions/ campuses by way of walking, cycling and high quality, convenient public transport.	AT+ OA+
206	We will facilitate the provision of single housing in the countryside, in rural areas under urban influence, based on the core consideration of demonstrable economic, social or local need to live in a rural area, as well as general siting and design criteria ⁴ as set out in this plan and in relevant statutory planning guidelines, having regard to the viability of smaller towns and rural settlements.	HA-
208	Provide for uses such as agriculture and forestry, sport and recreation and essential public services installations	AR+
221	To support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, through integrating such policies, where appropriate and at the applicable scale, with planning policy.	

222	Maintain and, where possible, improve and expand the provision of community facilities across the City and County to ensure that facilities are adequate to meet the needs of the communities they serve, are safely accessible by walking and cycling, are within walking or cycling, distance and physically integrated with residential and employment areas and are provided concurrently with new residential development. A policy of shared and multi-use of facilities will be promoted.	AT+ OA+ HA+
222	A policy of shared and multi-use of school/community sports facilities will be promoted. The use of school buildings and facilities outside of normal school hours shall be operated in accordance with Department of Education Guidelines and the provisions of the Planning Acts.	OA+
224	To promote the provision, and management of high-quality sporting, and recreational infrastructure throughout the City and County, in collaboration with local communities, in accordance with the National Sports Policy 2018-2027, and WCCC, to ensure that the particular needs of different groups are incorporated into the planning and design of new facilities	AR+
224	To improve access to recreational spaces, facilities, and amenities for all citizens regardless of ability, age, socio-economic status and to support the development of multipurpose covered outdoor areas for all year-round outdoor activities such as yoga, pilates, outdoor swimming.	AR+
224	To continue to support the development of Urban and Rural Community Sports Hubs through Waterford Sports Partnership as a model of delivery across the County	AR+
224	To facilitate and support the development of new sustainable 25m community swimming pool facilities in Waterford City, Tramore and Dungarvan/West Waterford Region, to achieve maximum accessibility to the residents of Waterford, including the integration with and development of existing associated sports facilities, accompanied by appropriate infrastructure. The Council will also facilitate and support suitable and sufficient access to public swimming opportunities at outdoor locations.	AR+
224	To support the provision of structured and unstructured play areas with appropriate equipment and facilities, incorporating and facilitating Nature-based Play with respect to the provision of play opportunities throughout the County	AR+
225	To protect and enhance access to the River Suir, particularly within Waterford City, and to water based recreational and sporting amenity of all our rivers, waterways, coastline and harbours subject to Council	AR+

	Byelaws, and the Habitats and Birds Directives	
225	Support the objectives of the Waterford Sports Partnership in the delivery of its strategy to increase participation in sport and physical activity in Waterford.	AR+
225	To enhance safe access to the Waterford Greenway and form new links to our rural settlements.	AR+ AT+
225	To support the objectives of the Waterford Metropolitan Open Space, Recreation and Greenbelt Strategy which seeks to identification a location for a Regional Scale Park within the Waterford Metropolitan Area as well as the development of neighbourhood parks and open spaces	AR+
225	Prepare an Open Space Strategy for the County having regard to the town parks, trails, walks, outdoor recreation and other amenity spaces and resources and ensure that any plan or project associated with open space planning or tourism is subject to Appropriate Assessment Screening in compliance with the Habitats Directive, and subsequent assessment as required.	AR+
225	Provide a hierarchy of attractive parks and public open spaces, which vary in size and nature, are all inclusive, by being readily accessible and at a convenient distance from people's home and/ or places of work	AR+ HA+ OA+
225	To protect existing public and private recreational open space and the loss of such facilities will normally be resisted unless alternative recreational facilities are provided in a suitable location, or it can be demonstrated that there is no longer sufficient demand to sustain the facility	AR+
233	To ensure that all new developments are connected and integrated to both existing and proposed developments by: Providing for safe and convenient alternatives to the car in their design. Prioritising permeability, walking, cycling and public transport accessibility, and Integrating physical activity for and between all ages.	AT+
234	To ensure all developments are designed around a clear hierarchy of connected streets and buildings to promote legibility and permeability. Streets should be designed to include:	AT+

	<p>Several access points.</p> <p>Frequent crossings.</p> <p>A preference for priority junctions for sustainable modes of transport.</p> <p>Means to encourage walking/cycling.</p>	
233	All new and existing developments in urban and neighbourhoods centres should enhance access and optimise use of public transport where available, or planned and sustainable transport modes such as walking and/ cycling in order to achieve the delivery of 10 minute neighbourhoods as envisaged in RPO 176 and Section 3.9 of the RSES.	AT+
239	Provide a wide variety of accessible multifunctional public open spaces, for both passive and active uses, including allotments, community gardens, sporting facilities, biodiversity parklands, parklets and “meanwhile gardens” on derelict sites where opportunities arise.	AR+
239	To encourage a mix of uses, activities and key destinations in appropriate locations, for example – in our town centres and neighbourhood centres to encourage social interaction and the use of more sustainable transport modes.	AT+
243	To develop a 10-minute neighbourhood framework for all new and existing urban areas across Waterford which allows the everyday needs of people to be met within a safe walking distance of their homes, for example schools, childcare, health services, shops, public transport and parks. We will collaborate with local communities to identify constraints and implement measures to deliver sustainable 10-minute neighbourhoods.	AT+ HA+ OA+
243	To develop a 10-minute neighbourhood framework for all new and existing urban areas across Waterford which allows the everyday needs of younger and older people to be met within a safe walking distance of their homes, for example schools, childcare, health services, shops, public transport, sports facilities and parks. We will collaborate with local communities to identify constraints and implement measures to deliver sustainable 10-minute neighbourhoods.	HA+ OA+
243	We will work in collaboration with other service providers and voluntary groups to deliver social infrastructure to support strong communities in neighbourhood centres.	HA+ AR+
243	We will identify, designate and provide for site for urban local parks and green/ blue spaces within the neighbourhood/ settlement hierarchy, in	AR+

	collaboration with local communities	
253	We will maintain Bathing Water standards in line with the EU Bathing Water Directive and increase the number of blue flag beaches	AR+
265	We will co-operate with landowners, Coillte and the Forest Service in promoting greater public access and recreational use of state and privately owned forests in Waterford.	AR+
272	We will facilitate appropriate public access to the coast and the sustainable development of coastal walkways subject to ecological, Habitats Directive and climate risk assessments.	AR+
274	We will continue to invest in the maintenance and enhancement of BGI and support the provision of new parks, green space corridors and other public open spaces across our urban and rural settlement	AR+
276	To support the enhancement of the existing Waterford Greenway and expansion of the Greenway network in Waterford City and County by examining the feasibility of developing a Waterford to Tramore Greenway, a Waterford to Portlaw/Carrick-on-Suir Greenway and by extending the Waterford Greenway to the west of Dungarvan.	AT+ AR+
276	To support the development of a South East Greenway network with Waterford City as its hub, linking Waterford City with South Kilkenny, New Ross and Rosslare.	AT+ AR+
276	To support the maintenance, upgrade, development and promotion of Waterford's Cycling Trail network including EuroVelo 1-Atlantic Coast Route	AT+ AR+
276	To support the sustainable environmental and economic development of Blueways on Waterford's waterway corridors and coastline including the development of water-based sport activities, improvement of quays and slipways and enhanced interpretation and safety that do not cause landscape or environmental degradation and avoid adverse impacts on ecological integrity including the Natura 2000 Network and built heritage. The Council will also support the 'The Irish Sea Way' program or similar sustainable tourist attraction initiatives.	AR+
279	We will protect public rights of way which give access to seashore, mountain, lakeshore and riverbank or other place of natural beauty or recreational utility. We will work in collaboration with state bodies, development agencies, landowners and local communities to support the maintenance and promotion of existing trails and outdoor recreational amenities.	AR+

279	To develop comprehensive plans for all proposed recreational trails that incorporate planning and design of sustainable trails and supporting infrastructure such as car parking and lighting and in consultation with local communities to ensure no adverse impact on local land use, the ecological integrity of the Natura 2000 Network and the environment.	AR+
280	In doing so ensuring to realise the positive impacts of development of outdoor recreational amenities and trails including health & wellbeing, social, cultural, economic and tourism benefits as well as enhanced community resilience.	AR+
280	To develop a Rural Development Strategy and a Recreational Trails and Outdoor Recreation Strategy, with involvement of key stakeholders in the development of each. We will also support the objective of the National Outdoor Recreation Strategy or any update thereof.	AR+
280	To actively monitor and maintain trail and outdoor recreational amenity management standards and carry out interventions including trail surface repairs, diversion and access management where required.	AR+
280	We will ensure that accessibility is taken into account at planning and design stage in the development of all outdoor recreation facilities to ensure that there are opportunities for everyone to engage in the outdoors and facilities are developed for them to do so.	AR+
280	We will seek to identify and implement existing and historic routes, railways etc. and their associated infrastructure i.e. railway buildings for the creation of new greenways and associated recreation and tourist amenities including the extension of the Waterford Suir Valley Railway from Bilberry to Waterford (Grattan Quay).	AR+
280	To preserve the abandoned Waterford to New Ross rail alignment for future public transport use.	AT+
298	Promote a high standard of civic amenity and design and to respect existing open spaces, urban spaces, settings, vistas street furniture and streetscape within historic cores. The Council shall consider the receiving environment when erecting signage, undertaking road markings, providing traffic control measures bike lanes, parking spaces, planting and road and footpath access works, and ensures that all such works are sensitive to the to the distinctive character of the area and streetscape	AT+

Pages	Paragraphs	Code
49	Maintain the principles of the Metropolitan Cork Greenbelt to protect the setting of the City and the Metropolitan Towns and to provide easy access to the countryside and facilities for sports and recreation.	AR+
49	Provide an enhanced public transport network linking the City, its environs, the Metropolitan Towns and the major centres of employment in line with the Cork Metropolitan Area Transport Strategy (2020);	AT+ OA+
49	Within the Cork Metropolitan Area, and most notably along the existing rail corridor, plan for development to provide the homes and jobs that are necessary to serve the long term planned population prioritised in the following locations, Middleton, Carrigtwohill, Cobh and Little Island	AT+
49	Maximise new development, for both jobs and housing, in the Metropolitan Towns served by the North and East Cork Rail Corridor (including the proposed new settlement at Monard) and to enhance the capacity of these towns to provide services and facilities to meet the needs of their population;	AT+ HA+ OA+
49	Support the existing Strategic Employment Locations as important economic assets, particularly in terms of public transport provision and linkages to local residential populations.	OA+
50,51, 52	Establish an appropriate balance in the spatial distribution of future population growth, in line with this Core Strategy, so that (insert names of four towns) can accelerate their rate of growth and achieve a critical mass of population to enable them to maximise their potential to attract new investment in employment, services and public transport.	AT+
53	Consolidate employment at existing employment locations with improved supporting infrastructure, and in particular public transport improvements including those identified in the CMATS (2020)	OA+
53	Critical population growth, service and employment centres within the Cork Metropolitan Area, providing high levels of community facilities and amenities with infrastructure capacity high quality and integrated public transport connections should be the location of choice for most people especially those with an urban employment focus.	OA+ HA+
55	To provide a better balance of development throughout the Greater Cork Ring Area, and fulfil their economic potential as quality urban centres providing employment, shopping, services and public transport for their rural hinterland so that they can become the location of choice for most	AT+ OA+ HA+

	people especially those with an urban employment focus.	
62	The Council has established a dedicated Capital Programme Implementation Unit to deliver its Social Sustainability Investment Programme. Projects which are set to benefit under this scheme include, town centre public realm upgrades, town inner relief roads, the development of parks and amenities, tourism related infrastructure, the protection of culture and heritage, energy efficiency projects and economic development.	AR+ AT- HA+
74	Promote enhanced and increased public realm opportunities including a shared use of spaces, for outdoor experiences, with a priority on pedestrian usage.	AR+ HA+
74	Achieve permeability and connectivity in town centre / village locations which contributes to the 10 Minute Town Concept and Sustainable Neighbourhood Infrastructure. The loss of existing laneways will normally not be permitted.	HA+
77	The use of the upper floors of the existing town centre building stock for appropriate uses, including Living Over The Shop. The separate access to the upper floors should normally be retained	HA+
78	Prioritise walking, cycling and public transport, and minimise the need to use cars;	AT+
78	Provide a mix of land uses (where relevant) to minimise transport demand	HA+ OA+
97	Applicable to town centres of the larger towns with a population >1500 throughout the county and in other areas identified in the Settlement Network normally in close proximity to existing or proposed high quality public transport corridors;	AT+
98	In towns with an existing/ planned high quality public transport service a minimum density of 35 units/ ha is recommended.	AT+
118	Facilitate active uses of the County Metropolitan and Town Greenbelts generally and to encourage proposals which would involve the development of parks, countryside walks or other recreational uses within the Greenbelt. Any built development associated with such uses should not compromise the specific function and character of the greenbelt in the particular area.	AR+
120	Retain the identity of towns, to prevent sprawl, and to ensure a distinction in character between built up areas and the open countryside by maintaining a Greenbelt around all individual towns.	HA+ OA+

120	Reserve generally for use as agriculture, open space or recreation uses those lands that lie in the immediate surroundings of towns.	AR+
120	Prevent linear roadside frontage development on the roads leading out of towns and villages	AT+
120	In some parts of the greenbelts around the towns it will be possible to accommodate limited numbers of individual houses in an appropriate rural setting providing; The character of the area as a whole will remain predominantly rural and open Proposals will not cause linear roadside frontage development (ribbon development); and, The development is consistent with the proper planning and sustainable development of the area	HA+
135	Support the Health Service Executive and other statutory and voluntary agencies and private healthcare providers in the provision of healthcare facilities to all sections of the community, at appropriate locations within settlement boundaries (subject to exceptions), with good public transport links and parking facilities for both motor vehicles as well as bicycles	AT+ OA+
136	Support the provision of Primary Care Facilities, in appropriate locations with good public transport links and parking facilities across the county while having regard to the livable town concept, subject to proper planning and sustainable development requirements.	AT+ OA+ HA+
151	Support the enhancement of existing Coastal Amenities to include parks and harbours along the coastline, including improved or if required new access arrangements for the general public for recreational purposes where safe and possible to do so and in accordance with MCI 7-6 (b).	AR+
173	Development of sites served by high quality public transport corridors should be prioritised	AT+ OA+
196	Encourage and promote innovation and creativity within town centres in relation to the use of streets, public spaces, vacant buildings and derelict sites for different public activities, public art and events. The provision of external seating and tables shall be encouraged where it can be accommodated satisfactorily.	AR+ HA+
200	A range of uses will be encouraged at neighbourhood centres that serve local needs. Local parks, civic spaces and community facilities are	AR+ HA+

	encouraged in the immediate vicinity of neighbourhood centres. For a neighbourhood centre to be successful it needs to be strongly linked to surrounding residential developments, with good access for pedestrians and cyclists.	
205	Promote and support retail (and town centre development) which is in line with national transport policy on sustainable transport and seeks to make town centres/retail locations as attractive and accessible as possible by public transport, cycling and walking in particular.	AT+ HA+
205	Promote Mobility Management Measures that both improve accessibility of town centre and retail areas while aiming to develop a pedestrian and cyclist friendly urban environment and street life.	AT+ HA+ OA+
206	To encourage retail and town centre proposals which respect, retain and complement the heritage of town centres particularly shopfronts, historic buildings and streetscapes	HA+ OA+
214	Supporting investment in placemaking and the regeneration of towns and villages in recognition of the role ‘People and Place’ make in attracting visitors to Ireland; encouraging the development of tourism and other facilities within settlements to support such regeneration and compact growth	OA+ HA+
218	Encourage the development of Cultural trails around the County while having regard for the cultural built heritage and environmental impacts, including the protection of sites designated or proposed to be designated for nature conservation including NHAs and pNHAs and other areas of high biodiversity value.	AR+
218	Support and promote the development of long-distance walkways at appropriate locations around the County, while having consideration for any environmental, social, and economic impacts. Proposals for development of long-distance walks will be subject to ecological impact assessment and, where necessary Appropriate Assessment, with a view to ensuring the avoidance of negative impacts on designated sites, protected species and on-sites or locations of high biodiversity value.	AT+ AR+
218	Promote cross boundary linkages and walkways to develop a network of wider routes and long walkways beyond the county boundary	AR+
220	Promote the development of greenways, walking and cycling routes throughout the County as an activity for both international visitors and local tourists in a manner that is compatible with nature conservation and other environmental policies	AR+

220	Support the development of a county-wide greenway strategy in Cork, building on the feasibility studies that have already been carried out to date and having regard to the changing national and regional policy context.	AR+
221	Encourage tourism related facilities, including accommodation and other developments within existing settlements subject to normal site suitability considerations where they can best support compact growth and the regeneration of settlements, the provision of services and the general economic vitality of the settlement.	OA+
221	Support sustainable environmentally sensitive small-scale tourism enterprises including Agri-tourism enterprises and other initiatives that are developed in conjunction with established rural activities such as, fishing, walking, cycling, mountain biking, surfing, equestrian sports and other activities where these are compatible with environmental legislation.	AR+
259	Support and facilitate the integration of land use with transportation infrastructure, through the development of diverse, sustainable, compact settlements, to achieve sustainable transport outcomes, with the pattern, location and design of new development in the County to support existing and planned well-functioning, integrated public transport, walking and cycling transport modes.	AT+
259	The design of all roads and streets within the urban areas, including suburbs, towns and villages within the 60 kph zone shall be as per the Design Manual for Urban Roads and Streets, being the designated appropriate road design standards for such locations. DMURS will be implemented in the preparation of all statutory and non-statutory plans and through the development management process	AT+
259	Residential development will, where possible, be carried out sequentially, whereby lands which are within or contiguous with the existing urban areas, and which are, or will be, most accessible by walking cycling or public transport - including infill and brownfield sites – are prioritised	AT+ HA+
259	Future developments will be planned and designed to maximise their accessibility by public transport, walking and cycling and in particular, larger scale, trip intensive developments, such as offices and retail, will generally be focused into central locations highly accessible by sustainable transport modes;	AT+ HA
259	New employment and residential development will be consolidated and intensified in a manner which renders it serviceable by public transport and ensures that it is highly accessible, by walking, cycling and public transport. Within Metropolitan Cork, trip intensive developments or significant levels of development will occur in locations which are well served by existing or	HA+ OA+

	proposed high capacity public transport;	
259	Higher residential development densities will be promoted in settlement centres benefiting from high quality provision of public transport services	HA+ AT+
259	Development in smaller rural towns will optimise public transport and sustainable travel integration within settlements. Public transport interchanges will be supported to encourage modal shift to public transport and sustainable travel between settlements and on approach to settlements.	AT+
259	The strategic transport function of national roads will be maintained and protected in accordance with national policy	AT-
268	Deliver a high level of priority and permeability for walking and cycling to promote accessible, attractive, liveable, vibrant and safe settlements to work, live, shop and engage in community life, within a ten minute walk of one's home. Prioritise development in our settlements that is well located and designed to facilitate walking, cycling and public transport trips. Promote equal access for all through the adherence to universal design in the external built environment to facilitate greater use of public transport, walking and cycling	AT+ HA+ OA+
268	New development areas will be permeable for walking and cycling, via safe, convenient and enjoyable routes, and the retrospective implementation of walking and cycling facilities shall be undertaken where practicable in existing neighbourhoods, to give competitive advantage to these modes. See DMURS (2020 or later revision) and National Cycle Manual and Permeability Best Practice Guide (NTA) for guidance	AT+ HA+
268	All new developments are to be designed to latest DMURS standards, unless precluded by space or other constraints, to be accessible and permeable for pedestrians, cyclists and those of reduced mobility	HA+ AT+
268	Where appropriate, identify alternative routes, signposted for cycling and walking, to improve the experience and uptake of active travel.	AT+
268	Development should incorporate the retention of existing routes and linkages which contribute to permeability of an area, particularly those providing access to key services, facilities and public transport infrastructure. Loss of existing links shall not occur if their loss results in more circuitous trips	AT+
268	Walkability and accessibility by walking mode will be a central objective in the planning and design of all new transport infrastructure and public transport services	AT+

268	Public realm upgrades will be promoted to enhance walking and cycling provision in settlements.	AT+
268	Deliver settlements that offer a broad range of services as well as diverse and higher density residential development to support walking and cycling	AT+ HA+
268	Support the delivery of the cycle network set out in the Metropolitan Area Cycle Network Plan subject to SEA and AA where required.	AT+
268	Support delivery of cycle routes, Greenway and Blueway corridor projects subject to appropriate site selection and environmental assessment processes, having regard to the Strategy for the Future Development of National and Regional Greenways July 2018.	AT+ AR+
268	Engage with other agencies to explore the potential for the designation of cycling corridors, such as grey lanes, on particular routes within the existing road network	AR+ AT+
268	Support the development of a safe, coherent and continuous cycling infrastructure to cater for the needs of all groups of cyclists, especially new cyclists, school children and the elderly and support safe walking and cycle routes particularly in the approach to schools.	HA+ OA+
268	Promote sustainable pedestrian and cyclist greenway initiatives, maximising the potential for inter connections between greenways, and connections from residential and employment areas to greenways, subject to robust site selection processes and environmental assessment processes.	AR+ AT+ OA+
268	Seek to improve connectivity within the County and region for walking routes and commuter cycling routes and recreational amenity functions.	AT+ AR+
269	Deliver Inter-Urban Cycle Route IU-1 (CMATS), high-quality pedestrian cycle connectivity between Dunkettle and Midleton, ultimately connecting to the Midleton-Youghal Greenway.	AT+
269	New paths and cycleways/ greenways and upgrades to existing paths and cycleways/greenways will be sensitively designed having regard to environmental, nature conservation, landscape and other heritage considerations, and committing, in particular to providing appropriate set-backs from water courses where new paths and cycleways/greenways are proposed along rivers, streams, lakes or other sensitive areas.	AT+ AR+
270	Support the provision of rail infrastructure, including depot facilities, to deliver CMATS objectives for rail service provision.	AT+
270	Support other agencies in delivering an appropriate integrated land-use and	AT+

	transportation framework to maximise rail use and facilitate connectivity with other transport modes.	
270	Provision of enhanced rail station access and multi modal facilities to include secure, sheltered bicycle parking, public bicycle sharing facilities, bicycle maintenance stations, EV charging, park and pool facilities, car sharing facilities, where appropriate	AT+
270	Where there is a strong case supporting the potential reopening of an existing or disused railway station (or railway infrastructure) for service, it is an objective to safeguard the station (or infrastructure), its access and the surrounding lands, against encroachment by inappropriate uses, which could compromise the future development as a rail facility. The use of disused railways for the provision of active travel infrastructure may be considered as such a use retains the option to reinstate to rail use at a future point.	AT+
271	Assessment of how the proposal will ensure effective links to potential future bus transport; Demonstration of options for connection to existing and future transport facilities; Where appropriate, examination of the potential for bus connectivity through the development; Determination of where additional infrastructure e.g. lay-bys/bus stops may be required.	AT+
271	Require that new developments are, as much as possible, well connected to their local bus networks; Secure the provision of appropriate bus infrastructure as an integral part of new development; Secure safe, attractive and convenient walking routes from all new development to the local bus network.	AT+ OA+ HA+
271	Encourage both the improvement and extension of services so that they offer a realistic alternative to the private car in providing effective linkages between the main locations where people live and where they work;	AT+
271	Promote the introduction of new bus services on routes where they can offer a direct alternative to the routes most popular with private car users;	AT+
273	Support demand management measures to reduce car travel and promote best practice mobility management and travel planning via sustainable	AT+

	transport modes.	
273	Improve the standards and safety of public roads and to protect the investment of public resources in the provision, improvement and maintenance of the public road network.	AT-
273	Promote road safety measures throughout the County, including traffic calming, road signage and parking.	AT-
273	Co-ordinate proposed zoning designations and/or access strategies in settlement plans with speed limits on national roads.	AT+ HA+
275	All non-residential development proposals will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift.	AT+
275	All residential development proposals, in Metropolitan Cork, in areas within walking distance of town centres and public transport services, will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift.	AT+
275	Cycle parking will be appropriately designed into the urban realm and new developments at an early stage to ensure that adequate cycle parking facilities are located and designed in accordance with cycle parking design guidelines;	AT+
275	Connectivity and accessibility between key car parking areas and primary town centre streets is to be safe and convenient.	AT-
275	On street car parking is to be designed such that it does not occupy unnecessary street frontage	AT+ HA+
275	Measures to facilitate the complementary use of private car, through appropriate local traffic management including the siting of destination car-parking, is central to achieving the correct balance of modal use;	AT+
275	The provision of multimodal facilities including carpooling spaces, secure bicycle lockers, public bicycle sharing, etc. are to be considered in the provision of parking for all non-residential developments or multi-unit residential developments where appropriate.	AT+
275	The Council will liaise with the NTA and TII to develop an overall Park and Ride Implementation Plan, including the provision of multimodal facilities (e.g. EV charging/bicycle parking).	AT+ AR+
276	The Council will liaise with other agencies to secure the retrospective provision of EV recharging points within the public realm of settlements	AT+

	where appropriate. Within public realm enhancements or reconfiguration schemes, any provision of EV charge points will be located so as not to inhibit pedestrian or cyclist movement or priority.	
276	New applications for non-residential development with more than 10 parking spaces, or applications for substantial renovation of a building with more than 10 associated parking spaces, are to provide for the installation of at least one EV recharging point (or as required by national policy should such requirement specify a higher provision).	AT+
277	Support the maintenance of the efficiency and safety of the existing national primary and secondary roads network by targeted transport demand management and infrastructure improvements.	AT-
276	Support smart mobility to encourage innovation in sustainable mobility to facilitate multi-modal travel and mobility as a service	AT+
278	Promote the improvement of strategic Regional and Local Roads throughout the County in accordance with the strategies identified for the main settlements in this plan.	AT-
278	Restrict individual access onto national roads in order to protect the substantial investment in the national road network, to improve carrying capacity, efficiency and safety and to prevent the premature obsolescence of the network.	AT-
278	Limit access to regional roads where appropriate so as to protect the carrying capacity of the network and have regard to safety considerations, particularly where access to a lower category road is available	AT-
278	Avoid the creation of additional access points from new developments or the generation of increased traffic from existing accesses onto national roads to which speed limits of greater than 50kph apply.	AT-
278	Prevent the undermining of the strategic transport function of national roads and protect the capacity of interchanges from locally generated traffic.	AT-
278	Ensure that in the design of new development adjoining or near National, Regional or Local Roads, account is taken of the need to include measures that will serve to protect the development from the adverse effects of traffic noise for the design life of the development.	AT+ HA+
280	The use of low emission vehicles such as electric vehicles, or cargo bikes, is to be considered where appropriate.	AT+
281	Support Ringaskiddy as the preferred location for the relocation of the	OA+

	majority of port related activities having regard to the need for a significant improvement to the road network. Also recognising the key role that Marino Point can play in providing an alternative relocation option for some of the port related uses that could best be served by rail transport taking account of residential amenity, tourism, recreation and renewable energy. The Council is committed to engage with the Port of Cork and other relevant stakeholders in achieving this objective.	
285	A reduced car parking provision may be acceptable where the planning authority are satisfied that good public transport links are already available or planned and/or a Transport Mobility Plan for the development demonstrates that a high percentage of modal shift in favour of the sustainable modes will be achieved through the development.	AT+
285	Motorcycle parking should be provided to meet the requirements of any development. Parking spaces should be provided on the basis of one motorcycle parking bay per 10 car parking spaces provided for non-residential developments and apartment developments. Spaces should be provided in locations convenient to building access points, similar to cycle parking requirements. Where parking is provided within streets and spaces drop-kerbs should be provided to facilitate access to motorcycle parking bays.	AT-
305	Commercial bioenergy plants should be located close to the energy source and the point of demand, where they can be served by public roads with sufficient capacity to absorb increased traffic flows and adjacent to transport corridors.	OA- AT-
321	Accessibility, recreation and health and wellbeing, is concerned with the nature, quantity, quality and continuity of connections of green and blue infrastructure and the ease of access to open spaces, greenways and other recreational assets.	AR+
322	Develop the green infrastructure network (including green corridors) to ensure the conservation and enhancement of biodiversity, including the protection of Natura 2000 European Sites, the provision of accessible parks, open spaces and recreational facilities (particularly within settlements), the sustainable management of water, the maintenance of landscape character and the protection and enhancement of architectural and archaeological heritage.	AR+
322	Integrate the provision of green infrastructure with infrastructure provision and replacement, including walking and cycling routes, as appropriate, while protecting biodiversity and other landscape resources	AT+
326	Seek opportunities to improve the quality and capacity of existing recreation	AR+

	and amenity facilities, through initiatives with both public and private sector (sports governing bodies, local community partnerships and private development proposals) and where appropriate the Council will use its powers under Section 48 of the Planning and Development Act 2000 to require development levies to achieve the enhancement of these facilities.	
326	Protect and improve existing areas of public and private open space, including sports grounds, or other recreational facilities in accordance with the Council's Recreation and Amenity Policy and any successor policy and protect such areas from development or change of use.	AR+
341	Support and implement best practice in the management of roadside boundaries including tree lines and hedgerows managed by Council;	AT+ AR+
387	The plan creates awareness of the wider benefits of active travel	AT+
388	Policy to deliver higher levels of growth in locations benefitting from high quality public transport corridors (in particular Carrigtwohill, Midleton and Cobh, with increased levels of growth in Little Island).	AT+
388	Policies to deliver compact growth to reduce the need to travel are set out. The plan will deliver higher densities of development at appropriate locations proximate to high quality public transport corridors.	AT+ HA+ OA+
388	Objectives are included to promote liveable towns where a large portion of the population may choose to walk to access most of their everyday needs within an attractive ten minute walk of their home. Objectives will deliver a high level of priority and permeability for walking and cycling.	HA+
388	Revision of car parking standards to apply maximum car parking standards to all non-residential developments and to residential developments within Metropolitan Cork.	AT+
388	Revision of bicycle parking standards to deliver increased quantum of bicycle parking provision for residents/employees/visitors and higher quality, appropriately located bicycle parking facilities.	AT+
397	The scale of new residential and mixed residential developments within the Existing Residential/Mixed Residential and Other Uses within the settlement network should normally respect the pattern and grain of existing urban development in the surrounding area. Overall increased densities are encouraged within the settlement network and in particular, within high quality public transport corridors, sites adjoining Town Centres Zonings and in Special Policy Areas identified in the Development Plan unless otherwise specified, subject to compliance with appropriate design/amenity standards and protecting the residential amenity of the area.	AT+ HA+

401	These developments should be designed to the highest architectural and landscaping standards while promoting walking, cycling and public transport accessibility.	AT+
403	Promote the development of town centres and neighbourhood centres as the primary locations for retail and other uses that provide goods or services principally to visiting members of the public. The primary retail areas will form the main focus and preferred location for new retail development, appropriate to the scale and function of each centre and in accordance with the Retail Strategy. Residential development will also be encouraged particularly in mixed use developments while the use of upper floors of retail and commercial premises in town centres for residential use will in particular be encouraged.	HA+
403	Operational requirements of utilities and infrastructure operators such as drainage, sanitation, emergency services, electricity, gas, telecommunications and traffic management. New roads, walkways and cycleways	AT+
429	In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/ city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.	AT+ HA+
432	Resident Services and Amenities – comprising of facilities for communal recreational and other activities by residents including sports facilities, shared TV/lounge areas, work/ study spaces, function rooms for use as private dining and kitchen facilities, etc	AR+ HA+
433	There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for a BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures;	AT+
433	A default policy of minimal car parking provision shall apply on the basis of shared accommodation development being more suitable for central locations and/or proximity to public transport services. The requirement for shared accommodation to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures;	AT-

449	Its high level of public transport accessibility and the significant investment in the proposed M28 Motorway.	AT+
449	The significant potential to integrate land use and transport planning to deliver sustainable neighbourhoods and take climate action. Cobh already has a strong walking culture with 21% of people working in Cobh choosing walking as their usual mode of transport in 2016 (Census data).	HA+ AT+
449	Proposed new rail station at Ballynoe, proximate to the Ballynoe UEA Phase 1 lands.	AT+
450	Midleton's high level of public transport accessibility including the suburban rail route from Cork City to Midleton and proposals to improve/upgrade this service in the future.	AT+
451	Carrigtwohill's potential to be a leading settlement with regard to sustainable transport and the liveable town concept due to its position on the rail corridor, its diverse mix of land uses, its relatively flat terrain, the opportunity to deliver a new sustainable neighbourhood presented by the UEA and the substantial opportunity for regeneration and enhanced public realm in the town centre. Consenting processes for Main St. and Station Road enhancement and junction upgrades, based on traffic and transport plans, and for a public realm upgrade are to commence in Q1 of 2021 – these will result in enhanced pedestrian and cycle connectivity	AT+
451	Bury's Bridge to Carrigtwohill pedestrian/cycleway is under development –part 8 permission was granted in 2020.	AT+
451	Consenting processes for Main St. and Station Road enhancement and junction upgrades, based on traffic and transport plans, and for a public realm upgrade are to commence in Q1 of 2021 – these will result in enhanced pedestrian and cycle connectivity	AT+
451	Completion in 2018 of a Little Island Transport Study (LITS) to determine transport infrastructure improvements and policy measures needed to alleviate peak hour traffic congestion on the road network within Little Island and to explore ways of increasing active travel and public transport use	AT+
451	The potential afforded by the towns topography to offer active travel choices	AT+
451	The significant potential to integrate land use and transport planning to maximise the potential of the town's rail offering and deliver sustainable neighbourhoods and take climate action.	AT+

451	Designation as a Strategic Development Zone (SDZ) in 2010 by the government for the creation of a new rail based settlement	AT+ HA+
451	The need to maximise new development, for both jobs and housing in the Metropolitan Towns served by a rail link.	OA+ HA+
452	The sustainable travel opportunity afforded by its rail station.	AT+
452	Its existing scale of population and social/community infrastructure, including schools, sports facilities, and recreational amenities which serve a large rural hinterland.	AR+
453	Its existing scale of population and social/community infrastructure, including schools, sports pitches and the proposed neighbourhood centre identified in this plan.	AR+
454	Its high level of public transport accessibility and ongoing investment in the town's transport infrastructure, as proposed under the Bandon TPREP. This will deliver an enhanced town centre pedestrian environment, an additional bridge over the River Bandon and the construction and completion of Relief Roads to create enhanced connectivity and accessibility within the town.	AT+
509	New social and affordable housing units will be delivered having regard to the wider aims and policies of the County and City Development Plans and in line with regional policy and government objectives and targets, including the need to deliver sustainable and compact growth across Cork	OA+ HA+
509	It is the objective of the Councils that new housing delivery over the strategy period will deliver compact and sustainable growth in Cork City, Metropolitan, Key, Ring and County towns and villages, to ensure the achievement of compact growth and regeneration under the NPF, RSES and Cork MASP area, including the requirement that at least 50% of all new homes in Cork City and suburbs, and at least 30% of all new homes in other settlements, be delivered within the existing built-up footprint.	OA+ HA+

Cork City

Pages	Paragraphs	Code
63	To support the delivery of a 15-Minute City that supports Compact Liveable Growth by creating vibrant local communities that can access all necessary amenities within a 10-minute walk/cycle and access workplaces and other neighbourhoods with a 15-minute public transport journey. Implementation will include walkable neighbourhoods, towns and	HA+ OA+

	communities with mix of uses, house types and tenure that foster a diverse, resilient, socially inclusive and responsive city. This includes support for public and active travel infrastructure projects and services and enhanced neighbourhood permeability. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability and accessibility.	
63	To support a longer-term strategic planning approach to help safeguard strategically important lands necessary to deliver future compact growth in Cork City in line with the NPF 2040	OA+
63	Support the delivery of a diverse mix of suitable uses that enhance Cork City's network of neighbourhoods, towns and communities as places to live, work, provide, care, learn and enjoy.	HA+
64	Delivering the right mix of uses at a scale and design that creates high quality buildings and spaces	HA+
64	Creating attractive, safe and vibrant places designed at a human scale (i.e. places that relate to people, streetscapes and local character) with active streets and avoiding the creation of "dead" spaces.	HA+
64	Creating a healthy neighbourhood with increased urban greening and direct access to high quality parks and public spaces, schools, shops and local services.	HA+ AR+
64	Being well-connected with easy access to public transport and active travel.	HA+
64	Providing enhanced permeability for walking and cycling.	HA+
64	Promote high quality neighbourhoods by increasing the range of community, recreational, local enterprise, cultural and leisure related facilities.	HA+
64	The design and siting of development shall create a sense of community and identity, enhance connectivity, incorporate creative approaches to urban design, enhance landscape character and green and blue infrastructure and respect the local context and character of the area	HA+
65	Enable high levels of mobility connecting BusConnects Cork, the proposed LRT route and the emerging Lee to Sea Greenway;	AR+ AT+
65	Delivering Transport Orientated Development; Integrating development potential within the context of an existing or merging neighbourhood or city area; Planning and delivery of physical and community infrastructure;	AT+

67	It is an objective to target the delivery of 65% of all new homes in Cork City on lands within the existing built footprint of the city, as set out in the Core Strategy.	OA+
94	Utilise the Urban Towns, Hinterland Villages and City Neighbourhoods as spatial units to develop sustainable neighbourhoods, employing the 15-Minute City concept;	HA+
94	Zoning sufficient lands for residential or a mix of residential and other uses to facilitate the delivery of housing	HA+
95	Where new sustainable transport infrastructure is planned, land use designations will be reviewed and updated where appropriate to provide for housing or mixed use development (including housing)	HA+ OA+
95	Identifying and promoting the development potential of brownfield, small sites, regeneration areas and infrastructure packages to enable progress towards achieving compact growth targets;	OA+
96	Ensure that urban density is closely linked to creating successful neighbourhoods and ensuring that neighbourhoods are integrated and permeable to ensure short trips are possible to urban centres, local services and amenities;	HA+
97	Student accommodation is provided in locations accessible to higher-level education campuses by walking, cycling or public transport, and ideally in the City Centre, City Docks, urban centres and mixed use redevelopment schemes of brownfield sites;	OA+
99	To promote the co-location and sharing of community, enterprise, recreation and open space infrastructure to create community hubs of scale at locations that can be accessed by walking, cycling and public transport and subject to there being no significant adverse impacts on local amenity	HA+ AR+
101	To support the preparation and implementation of sustainable travel plans at hospitals and major healthcare facilities to reduce on-site parking, congestion and associated amenity impacts	AT+
102	To support the clustering of recreational facilities, particularly in locations that are well served by walking, cycling and public transport;	AR+
102	To discourage the redevelopment of recreational facilities to alternative, non-community uses unless it can be demonstrated there is suitable and accessible (by walking, cycling and public transport) alternative provision elsewhere with sufficient capacity to compensate for the loss of the facility	AR+

102	To promote more multi-functional facilities such as Multiple Games Areas (MUGAs) and multi-use internal courts/halls where there is a deficit in existing facilities across a range of sports/active recreation uses. This does not imply a relaxation of the open space standards for new development proposals	AR+
103	To ensure a well-integrated urban form that provides a safe environment for all users by maximising visibility and surveillance, increasing pedestrian activity and maximising connections between areas;	HA+
112	The Lee to Sea Greenway envisions a high quality walking, running, and cycling route through Cork city, county and around its harbour. Commencing at Inniscarra Dam, the Lee to Sea will follow the River Lee through Cork City Centre via the City quays before travelling along the western shore of Cork harbour before terminating at the Harbour mouth. The greenway will connect the city and its hinterland to the two defining features of the local landscape the glacial Lee valley and Cork harbour.	AR+
112	In addition to road enhancements in this area of the city this contains a suite of measures aimed at improving pedestrian connectivity including new footpaths, pedestrian crossings and a new pedestrian cycling bridge which will link to the planned Greenway on the former Cork-Bandon railway line. This scheme will provide connectivity between the Togher and Lehanaghmore and further on to the City Centre and western suburban and will address the infrastructural deficit which has been more acute as the area developed in recent years.	AT+
112	This scheme contains measures designed to address connectivity issues in the Glanmire Area and will allow for more seamless connections between the three villages that comprise the settlement, Glanmire, Sallybrook and Riverstown. Amongst the measures proposed are dedicated off road, segregated cycling routes and the development of a Greenway linking Glanmire Community College to Riverstown and Colaiste na Piarasaigh.	AT+ AR+
113	The purpose of the extension is to connect the existing Ballybrack Pedestrian and Cycle Path with Maryborough Hill and a new proposed residential development on the R609 Carrigaline Road. The long-term objective is to provide a cycle link between Carrigaline and the South Environs with the City Centre.	AT+
113	Currently pedestrian and cycle access to Tramore Valley Park and the wider City centre from the Grange Frankfield area of Douglas is severed by the N40 South Ring Road with crossing points limited to Douglas Village and Kinsale Road interchange. The Cork Cycle Network Plan 2017 provides a clear strategy for the future development of the cycling network within the	AT+ AR+

	Metropolitan Area. The aim is to encourage a greater use of cycling for trips to work, school, recreation and leisure.	
140	Cork City Council will work in cooperation with the NTA, TII and Cork County Council to fully implement the Cork Metropolitan Area Transport Strategy subject to detailed engineering design and environmental considerations, including the projects and programmes in relation to walking, cycling, public transport, BusConnects, suburban rail, light rail, park and rides and roads infrastructure, including the Northern Distributor Road and Southern Distributor Link Road.	AT+
140	To ensure that all new residential, employment and commercial development are focused in areas with good access to the planned high frequency public transport network.	OA+ AT+
140	To actively promote walking and cycling as efficient, healthy, and environmentally friendly modes of transport by securing the development of a network of direct, comfortable, convenient, and safe cycle routes and footpaths across the city	AT+ AR+ HA+
140	To support the 15-minute city concept and walkable neighbourhoods with adequate walking and cycling infrastructure connected to high-quality public realm elements, including wayfinding and supporting amenities (benches, water fountains, bike stands)	AR+ HA+
140	To support the expansion of the Cork Bikes scheme. To accommodate other innovations such as electric bikes, public car hire, and other solutions that will encourage active travel. To support the rollout of the NTA 5 Year Cycle Plan. To support and engage with the Safe Routes to School programme.	AT+
141	All new development, particularly alongside the possible routes identified for public transport improvements, shall include permeability for pedestrians, cyclists, and public transport so as to maximise its accessibility.	AT+ HA+
141	To maximise permeability, safety, security and connectivity for pedestrians and cyclists by creating direct links to adjacent roads and public transport networks in accordance with the provisions of statutory guidance as prescribed	AR+ HA+
141	Policies and Objectives relating to new roads and other transport infrastructure projects (including greenways, walkways, cycleways and blueways) that are not already provided for by existing plans / programmes or are not already permitted, are subject to the undertaking of feasibility assessment having regard to normal planning considerations and environmental sensitivities as identified in the SEA Environmental Report and the objectives of the Plan relating to sustainable mobility.	AT+

141	To protect the strategic transport function of national roads, including motorways through the implementation of the 'Spatial Planning and National Roads Guidelines for Planning	AT-
141	To safeguard the carrying capacity, operational efficiency and safety of strategic national roads and to require development proposals that would materially impact the capacity of the strategic national road network to mitigate any adverse effects of their development on transport systems and/or infrastructure and make reasonable contributions towards the costs of any required mitigation, alterations or capacity enhancement works to transport systems and/or infrastructure as required.	AT+
141	The capacity and efficiency of the national road network drainage regimes in Cork City will be safeguarded.	AT-
176	To support the planning, design and delivery of a multi-use maritime activities and recreation hub in the Marina along the River Lee. The hub shall enhance the recreational, natural and cultural heritage value of the River Lee by improving access, activities and use of the water including water-based leisure activities and land site facilities such as rowing, light craft, swimming and other suitable active and passive recreational activities. Planning and design shall include stakeholder engagement designed to facilitate safe, improved accessibility to the water and the exploration of co-location and sharing of community, enterprise, recreation and open space infrastructure that helps create a community based maritime hub for the city and wider area.	AR+
214	To protect the character of those views and prospects obtainable from scenic routes identified in this Plan;	AR+
214	To be cognisant of the need to preserve all public rights of way in Cork City, encourage opportunities to enhance existing or create new rights of way to improve access to seashore, mountain, lakeshore, riverbank, place of natural beauty or recreational utility and prohibit development that would adversely impact the routes;	AR+
214	Cork City Council will seek to prepare a citywide Open Space Strategy during the life of this Plan to ensure that Cork City has a framework to define strategy, projects and standards to ensure that Cork City will have an excellent network of open spaces to meet the needs of its residents.	AR+ HA+
215	<ul style="list-style-type: none"> a. Ensure that all residents have access to a hierarchy of parks and open spaces close to their home to provide recreational need and access to nature; b. Provide for recreational amenity needs by protecting, retaining, and improving parks and open spaces within Cork City. There will be a 	AR+

	<p>presumption against development of land zoned for public open space for alternative purposes;</p> <p>c. Ensure that developments of all land use types provide appropriate open space to meet the needs of residents, workers and visitors;</p> <p>d. Deliver projects to provide and improve the network of City Parks</p>	
216	To ensure that all residents have access to neighbourhood scale outdoor and indoor active sports recreational and play infrastructure within their neighbourhood or in accessible locations;	AR+
216	To protect and retain the range and quality of existing active recreation infrastructure within the City by applying a presumption against the loss of land zoned for Sports Grounds and active recreation purposes to other forms of development;	AR+
216	To support the development of active recreation infrastructure (including outdoor and indoor facilities) in Cork's City Parks while also ensuring the continued improvement of their passive recreational offer, natural setting and biodiversity credentials;	AR+
216	Active recreation and play infrastructure should meet current and future growth needs of the City and shall incorporate universal design principles to ensure accessibility for all ages and abilities and which is designed in a manner to reduce anti-social behaviour and shall be accessible by sustainable means of transport such as walking, cycling, greenways and public transport;	AR+
216	To develop a robust feasibility study to examine the provision of sports facilities including multi-use community activity hubs, indoor and outdoor swimming pools, indoor sports facilities and artificial grass pitches;	AR+ HA+
216	To develop a robust feasibility study to examine the provision of sports facilities including multi-use community activity hubs, indoor and outdoor swimming pools, indoor sports facilities and artificial grass pitches;	AR+
	<p>Cork City Council will seek, where appropriate, to enhance the linear habitat connectivity, including the interconnection and enhancement of:</p> <ul style="list-style-type: none"> ● Woodlands, gardens, open spaces, fields and hedgerows. ● Coastal habitats, river catchments, lakes, streams, ponds. ● Aquatic, marginal and bank side habitats. ● Parks, playing fields and recreational areas. ● Upstream of mapped flood zones. ● City transport routes. 	AR+
248	There is an emerging innovation corridor across the city, spanning from the Cork Science and Innovation Park to MTU, UCC, CUH, North Mall	OA+

	Campus, the City Centre, Cork University Business School (CUBS), Docklands and Mahon. Proposals are advancing to link these by Light Rail Transit in the long term. The City Council will consolidate the innovation ecosystem, with a view to ensuring the impacts of innovation are felt throughout the city;	
250	To provide for a high-quality employment development that will primarily service logistics or logistics related uses on Site 4A and Light Industrial Uses on Site 4B. The overall site shall be subject to a Masterplan to ensure connectivity to adjacent uses and accessibility to planned Cork Northern Transport Project and set out the future placemaking parameters for this landbank including access to proposed public transport infrastructure (bus terminus) at Sarsfied's Court Hospital.	OA+
251	Availability of high-quality public transport will also be a factor in determining the capacity of these locations to take more intensive office development.	OA+
251	To support expansion of MTU for education and research uses and to incorporate sports and public open space along with some infrastructure uses	AR+
254	To encourage the development of a range of new and enhanced visitor accommodation options in Cork City. This includes working with stakeholders to explore opportunities to provide motorhome parking facilities for short-term stays.	AT-
254	Seeking to manage, where appropriate, any increase in visitor numbers to semi-natural areas in order to avoid significant effects including loss of habitat and disturbance, by ensuring that new any projects, such as greenways, are located a suitable distance from ecological sensitivities, such as riparian zones;	AR+
256	To support, promote and protect Neighbourhood and Local Centres which play an important role in the local shopping role for residents and provide a range of essential day to day services and facilities	HA+
276	Continue to promote and encourage the provision of public art in large scale developments, in public parks and other public spaces;	AR+
276	To ensure that the nurturing of the arts and associated services is part of the planned development of Cork City and its urban and rural neighbourhoods, in line with the 15-minute city concept and to enhance the cultural use of public realm spaces, Cork City Council will	HA+
276	Ensure a good distribution of artistic and creative spaces and events across	HA+

	the walkable neighbourhoods areas identified in Chapter 2.	
290	Houses should provide a private garden / terrace, of adequate size and proportions for the size of house proposed. The private outdoor areas should allow space for outside dining and / or clothes drying, with reasonable circulation. Private open space for houses should aim to be at least 48 sqm. However, it may be acceptable to provide a smaller area where it can be demonstrated that good quality, useable open space can be provided on site	HA+
315	To enhance and properly maintain the public realm and improve the pedestrian experience for all the city's users including children, families, the elderly and the disabled	HA+
315	To improve wayfinding for pedestrians, both residents and visitors, over the period of this Plan. This will interpret key areas of interest and support behavioural change by illustrating walking times to key areas of Cork City	HA+
315	To ensure the City Centre is easily accessible and easy to get around by promoting sustainable modes of transport through the implementation of the Cork Metropolitan Area Transport Study (CMATS) and the City Centre Movement Strategy (CCMS). This will prioritise safe and secure walking and cycling routes and promote the use of public transport	AT+
315	To enhance Waterfront Amenity Areas by providing accessible spaces for pedestrians and cyclists. Setbacks from the quayside should generally be considered as part of new development proposals in quayside locations.	AR+
348	To secure access to the riverside and provide walkway / cycleways (see Volume 2: Mapped Objectives).	AT+
349	Provision of adequate capacity for pedestrian / cycle movement between the City Docks and the City Centre;	AT+
349	Provision of Pedestrian / Cycle Streets between Monahan's Road and Blackrock Road (see locations identified in Volume 2: Mapped Objectives and Transport Strategy and the Indicative Transport Network).	AT+
351	To develop an ARI Strategy for the City Docks that ensures that active recreational need is met whilst optimising use of all assets for public usage in accessible locations, and to prepare feasibility studies for necessary infrastructure (e.g. swimming pools / leisure centre, sports halls and sports hubs).	AR+
351	To update the Docks Public Realm Masterplan with a view to integrate smallscale active recreational provision into the public realm to optimise	AR+

	the value of streets and spaces	
351	To encourage water-based leisure activities and land site facilities such as rowing, light craft and swimming.	AR+
351	High quality walking / cycling streets and strategic routes along the quays, including improvements to the pedestrian / cycle realm at Albert Quay / Eamon de Valera Bridge;	AR+ AT+
351	The provision of new pedestrian / cycle streets between Monahan's Road and Blackrock Road;	AT+
351	Transit orientated development, including the phased delivery of improvements to public transport from bus services, high quality bus services and the LRT;	AT+
352	To ensure that the Centre Park Road street corridor is a minimum of 32m in width and other streets are provided taking into account the transport-related functional requirements set out in the Transport Strategy and the corresponding DMURS guidance, combined with best practice in urban and landscape design.	AT+
354	Public realm (e.g. Quayside Amenity Areas); b. Parks and active recreation infrastructure; c. Community infrastructure (e.g. education, community hubs, et al);	AR+
382	Sports and leisure facilities, in particular water-based sports;	AR+
383	The planning of enabling infrastructure for Tivoli will be a key task during this Plan period. Further detailed analysis is required to determine the appropriate location and design of key infrastructure, including the new train station and the new eastern entrance access and its integration with the Dunkettle Interchange Upgrade Scheme.	AT+
389	Provide for enhanced land-side access primarily for public transport and active land-use management of these and airside areas to focus on the current needs and to accommodate future growth needs of the Airport as a regional priority.	AT+
390	Vi. Expansion of long-term parking facilities and limited expansion of staff parking vii. Construction of bus / coach terminal viii. Expansion of taxi facilities ix. Defined car hire location	AT-
397	To support the compact growth and development of South Ballincollig	HA+

	Expansion Area as a strategic City consolidation and expansion area, as identified in the Core Strategy. All development shall be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area.	OA+
407	To support the compact growth and development of Blarney East / Ringwood Expansion Area as a strategic City consolidation and expansion area, as identified in the Core Strategy. All development shall be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area.	HA+ OA+
407	Cork City Council will collaborate with the NTA and transport providers to deliver high quality public transport for the Blarney / Tower / Kerry Pike area to enhance the connections between each settlement and the wider Cork City area respectively	AT+
411	To support the compact growth and development of South Glanmire Expansion Area as a strategic City consolidation and expansion area, as identified in the Core Strategy. All development shall be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area	HA+ OA+
411	During the lifetime of the Plan, Cork City Council in consultation with relevant stakeholders will prepare and implement a Framework Plan to identify short, medium and long term regeneration objectives to provide a distinctive town centre for Glanmire. These objectives will prioritise a vibrant, distinctive, welcoming and accessible town centre with a focus on sustainable and active travel, place making and nature based solutions. The framework will coordinate provision of services, infrastructure, land use, travel, urban design and development.	AT+ HA+ OA+
415	Prepare a Public Realm Strategy for Tower to address issues such as pedestrian and cycle permeability, signage, car parking, traffic management and enhancements to the town core including the area around Tower Shopping Centre and Cloghroe Neighbourhood Centre.	AT+
419	To support the compact growth and development of Ballyvolane East and West Expansion Areas as strategic City consolidation and expansion areas, as identified in the Core Strategy. All development shall be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area.	HA+ OA+

419	To support the compact growth and development of Blackpool/Kilbarry Expansion Area as a strategic City expansion area, as identified in the Core Strategy. All development shall be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area.	HA+ OA+
422	<ol style="list-style-type: none"> a. To create a high quality, vibrant, distinct and accessible mixed-use urban centre in Blackpool, serving as an attractive northern gateway to the City and a desirable destination for northside suburban communities, encompassing a mix of retail, employment, residential, community and recreational uses. b. To facilitate the development of an integrated public transport interchange centred on the creation of a new commuter rail service and connecting bus services. To encourage and support sustainable residential and employment development in the Kilbarry area along with upgrades in public transport and roads infrastructure. 	AT+ HA+ OA+
427	To work in partnership with stakeholders in supporting and facilitating a more efficient and sustainable transport network for Douglas that provides an improved public realm, reduces congestion, encourages greater levels of walking & cycling, and improves the quality of life for the community. This includes the sustainable transport measures set out in the Cork Metropolitan Area Transport Study (2020) and key projects including:	AR+ AT+
428	During the lifetime of this Plan, Cork City Council will work with the Department of Education and other stakeholders and infrastructure providers to support provision of new and enhanced community facilities including schools, a primary care centre, and recreational and open space facilities.	OA+
428	To support the compact growth and development of Castletreasure Expansion Area as a strategic City consolidation and expansion area, as identified in the Core Strategy. All development shall be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area.	OA+ HA+
428	<ol style="list-style-type: none"> I. The timing and provision of appropriate vehicular access, including provisions for future public transport requirements in the immediate site area, pedestrian and cycling access to be identified in a traffic and transportation assessment to be prepared to the satisfaction of the Council. II. Agreement on the proposed integration proposed N28/M28 national road and ancillary local network improvements. 	AT+

428	Provision of a cycleway CSE GW 4 Cycle paths/Greenway – as per the Cork Cycle Network Plan as contained within the Cork Metropolitan Transport Study	AT+ AR+
428	Lands to facilitate the development of a post primary school and a Pocket Park. Site access and connectivity to be maximised for pedestrians and cyclists with existing and future residential areas. The school will occupy c.50% of the site and the remainder of the site shall provide for publicly accessible, passive open space.	OA+ AT+ HA+
431	Mobility management plans shall accompany all non-residential development proposals and shall incorporate proposals to encourage non-car modes of transport, including public transport.	AT+
431	Any development proposal must be accompanied by a detailed Traffic Impact Assessment (TIA). This assessment will involve traffic modelling which should be undertaken in consultation with Cork City Council. This TIA is central to determining the scale, density and layout of development on site and the appropriate quantum of on-site car parking.	AT-
436	To create Regional Parks within the North East and North West areas which will allow for the provision of both active and passive recreational areas accessible for all age groups and abilities. These parks will facilitate green linkages between the City and its hinterland, compliment biodiversity and incorporate renewable energy generation where feasible.	AR+
437	To continue to support the creation of a regenerated residential neighbourhood in the North West with associated services and recreational amenities, a good mix of house type and tenure (including age-friendly downsizing opportunities), improved sustainable and active travel, community services and open space provision.	HA+ RA+
444	To limit the development of residential developments in the hinterland settlements of Kerry Pike and Killeens to no more than 10% population growth over the lifetime of the Plan. Any further residential proposals must set out how developments will tie into the village and provide adequate pedestrian and cycling linkages to the village. Development in Upper Glanmire will be in accordance with the Core Strategy.	AT+
444	Retail and local services development should be accommodated within the core of the village and should make adequate provision for off street parking	AT- HA-
444	The development of lands closest to the village centre is proposed in the first instance, and the development of good pedestrian and amenity links with the village core/main street are considered to be an important part of	HA+

	any proposed scheme.	
444	Roadside development within the villages should be sited and designed to ensure that the development potential of backland sites is not compromised and that suitable vehicular and pedestrian access to these lands is retained.	HA+
444	Extend footpaths and public lighting to serve the wider village and where practical, to provide for the under- grounding of utilities.	AR+
460	Increase greening in the city by designing green spaces, trees, rooftops and biodiversity areas at the earliest stage. Cork City Council will require the following, wherever relevant and appropriate: (i) Safe, attractive and high-quality green streets through increased tree cover and planting, (ii) Delivery and access to green space and play space within a short walk from home, (iii) Reduced car parking and facilitating walking, cycling and the use of green corridors, (iv) Protection and enhancement of key green and blue spaces, (v) Multifunctional open spaces and cater for a diverse range of needs, sport and recreation;	AR+ HA+
449	Cork City Council in collaboration with landowners and relevant stakeholders will progress the neighbourhood development sites through active land management. These sites will benefit the local neighbourhood and support compact growth. Development proposals will address the relevant points highlighted by the text and icons associated with the maps and relevant objectives throughout this plan.	OA+ HA+
474	15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding “dead” spaces;	AT+ OA+ HA+
474	Prioritise walking, cycling and public transport, and minimise the need to use cars;	AT+
474	Are easy to access for all and to find one’s way around, with a focus on permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling;	AT+
492	The proposed development includes ancillary facilities adequate to meet the needs of the development, including refuse facilities, car parking and cycle parking;	AT+
493	Sites have adequate accessibility by walking, cycling and public transport	AT+

	to facilities and services including shops, healthcare, education and employment;	OA+ HA+
493	Sites have safe vehicular access, adequate vehicle parking, services and there is adequate access for emergency services;	AT-
494	Is located with good access to local facilities and services including public transport, shops and healthcare facilities;	HA+ OA+