

Draft Schedule of Proposed Amendments to the Draft Revised National Planning Framework published on 10th July (arising from public consultation and subject to finalisation following environmental assessment)

Note: Suggested text for addition is highlighted in green and text for deletion is ~~highlighted in red with strikethrough~~.

The [published Draft Revised NPF](#) is the document of reference.

Highlighted text reflects a proposed amendment to a National Policy Objective **OR** a National Strategic Outcome

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|-----------------------|---------|----------|---------------------------------|---|
| 1 | 1 | 3 | 1.2 Making the Vision a Reality | <p>We set about achieving our vision by:</p> <ul style="list-style-type: none"> • developing a region-focused strategy for managing growth; linking this to the Project Ireland 2040 National Development Plan; • using public and private lands for certain strategic purposes with a more active approach to the management of land; • supporting this with strengthened, more environmentally focused planning at local level; and backing the framework up in law, with oversight by the Office of the Planning Regulator; <p>in the overall context of Ireland’s existing international and EU obligations and commitments.</p> |
| 2 | 1 | 3 | 1.2 Making the Vision a Reality | <p>From an administrative and planning point of view, Ireland is divided into three regions: the Northern and Western, Southern, and Eastern and Midland Regional Assembly areas. We need to continue to manage more balanced growth between these three regions because Dublin, and to a lesser extent the wider Eastern and Midland area, has witnessed the biggest concentration of population, homes and jobs growth. To allow Dublin to grow at a sustainable pace and to ensure that the potential of all areas is realised, We cannot let this continue unchecked and so our aim is to see a roughly 50:50 distribution of future growth between the Eastern and Midland region, and the Southern and Northern and Western regions combined, with 75% of the growth to be outside of Dublin and its suburbs.</p> |

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| 3 | 1 | 4 | 1.2 Making the Vision a Reality Using State Lands for Strategic Purposes | The development of these lands will play a vital role in re- imagining and reshaping those urban areas, providing the homes, places of work, and recreation and biodiversity that we need. |
| 4 | 1 | 5 | 1.2 Making the Vision a Reality National Planning Framework and its National Strategic Outcomes and Priorities of the National Development Plan | Infographic 'Strategic Investment Priorities' Water Services Infrastructure Transition to a Low Carbon Neutral and Climate Resilient Society |
| 5 | 1 | 6 | 1.3 Shared Goals - Our National Strategic Outcomes Sustainable Mobility | In line with Ireland's Climate Action Plan and National Sustainable Mobility Policy, we need to progressively change the way we travel, by reducing our car usage to the extent possible, dependence on cars and increasing the number of journeys taken by sustainable modes of transport, namely walking, cycling and public shared transport. |
| 6 | 1 | 6 | 1.3 Shared Goals - Our National Strategic Outcomes Sustainable Mobility | By doing this, our cities and towns will enjoy a cleaner, quieter environment free of engine driven transport systems by 2040. Zero Emission Vehicles Ireland, an office of the Department of Transport, has developed an EV infrastructure strategy and associated infrastructure plans. ZEVI is working with TII and Local Authorities to facilitate and coordinate the roll out of a national EV charging infrastructure to support the transition to electric vehicles. Similarly, for freight transport, the transition to zero emission vehicle technologies is a key policy priority but for heavier vehicles the full transition of the fleet is expected to take somewhat longer to achieve than for other vehicle types. As a result, other measures which may reduce the |

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| | | | | environmental impact of freight movements should be progressed e.g. digital and operational efficiencies, load consolidation, last mile green delivery etc. The growth in population, housing and other development planned for in this framework mean that strategic planning for freight and for freight intensive developments will also be required. |
| 7 | 1 | 7 | 1.3 Shared Goals - Our National Strategic Outcomes | <p>A Strong Economy, supported by Enterprise, Innovation and Skills This will depend on creating places that can foster enterprise and innovation and attract investment and talent. It can be achieved by building regional economic drivers, by recognising and supporting enterprise specialisations and clusters which can drive economic activity in each region, by strengthening linkages between companies of different sizes and stages of development, regionally, nationally and across the island and by supporting opportunities to diversify and strengthen the rural economy, to leverage the potential of places. Delivering this outcome will require the coordination of growth and place making with investment in world class infrastructure, including digital connectivity, and in skills and talent to support economic competitiveness competitiveness and enterprise growth.</p> <p>Transition to a Low Carbon Neutral and Climate Resilient Society</p> |

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| 8 | 2 | 15 | 2.1 Realising Ambition and Potential | The purpose of the National Planning Framework is to enable all parts of Ireland, whether rural or urban, to successfully accommodate growth and change, by facilitating a shift towards Ireland's regions and cities other than Dublin , while also recognising Dublin's ongoing key role as a capital city and an international city of scale. |
| 9 | 2 | 16 | 2.2 Overview of the NPF Strategy | Ireland's Three Regions 2nd last bullet point: |

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| | | | | <p>Prioritising development where there is existing/planned infrastructure capacity, focusing on demand management, prioritising and enabling key infrastructure in each region to promote growth where it is required;</p> <p>Last bullet point: Recognising and supporting enterprise specialisations and clusters, which can drive economic activity in each region, noting in particular the important role that largescale industrial projects play at a regional level.</p> |
| 10 | 2 | 19 | 2.4 Growing Our Regions | However, this can only be undertaken and delivered in line with longer term strategic planning for Transport Orientated Development (TOD) ¹ in Ireland’s five Cities. |
| 11 | 2 | 19 | 2.4 Growing Our Regions | In similar terms, seeking a shift in the pattern of development away from current trends, means planning for enterprise and employment and jobs at locations that are integrated with the planned distribution of population and that have the required planned critical infrastructure and associated services available. The work undertaken for the National Planning Framework indicates that the key to securing the scale of regional population growth above and a commensurate level of enterprise and employment and jobs growth, requires with population and employment distribution to be being considered in an integrated manner. It will be important when planning for enterprise and employment at regional and local levels to consider the characteristics of different enterprise and employment types is closely related to how we address the latter two questions in Section 2.2, in relation to when considering the location, concentration/, dispersal and the physical format for future development. |
| 12 | 2 | 20 | 2.5 Building Stronger Regions: Accessible Centres of Scale | <p>First two bullet points:</p> <ul style="list-style-type: none"> • future population and employment jobs growth would be geographically more aligned; • future enterprise and employment jobs growth would be geographically more distributed, but focused to a greater extent on to a limited number of larger and regionally distributed centres, to include the North and West and Midlands; |

¹ Transport orientated development is a form of urban development that seeks to maximise the provision of housing, employment, public services and leisure space in close proximity to frequent, high quality transport services.

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| 13 | 2 | 21 | 2.6 Securing Compact and Sustainable Growth | <p>The preferred approach involves compact development that focuses on reusing previously developed, ‘brownfield’ land, building up infill sites, which may not have been built on before and either reusing or redeveloping existing sites and buildings.</p> <p>In relation to previously developed, brownfield and infill sites, and vacant and derelict buildings, these sites vary by their nature, scale and location depending on the settlement size within which they are located. On the basis of their existing land-use in an urban area, these lands may be underutilised. As a result, there is potential for such sites to contribute to meeting the development needs of the area, in particular in terms of housing delivery, as a result of their location and access to existing services and communities. Such regeneration or relocation of uses if facilitated, can release urban land for more efficient purposes that would be of benefit to the regeneration and development of the urban area as a whole, particularly in metropolitan areas and large towns (Refer also to Chapter 4, section 4.4). The development potential of these areas can thereby contribute towards the planned growth of settlements in conjunction with the zoning of land for particular purposes.</p> |
| 14 | 2 | 21 | 2.6 Securing Compact and Sustainable Growth | The ‘liveability’ or quality of life of urban places – how people experience living in cities, towns and villages. This includes the quality of the built environment, including the inclusion of green and blue infrastructure, the public realm, traffic and parking issues, access to amenities and public transport and a sense of personal safety and well-being; |
| 15 | 2 | 21 | 2.6 Securing Compact and Sustainable Growth | Include new para after last para in column 1. Compact growth and higher densities in areas served by existing or planned infrastructure including water services with sufficient capacity, or with the potential for future sustainable services to be provided, maximises the use of existing infrastructure and reduces additional investment costs. Including demand management activities such as water conservation (e.g. rainwater harvesting) can reduce drinking water demand while the use of Nature Based Solutions can free up capacity in existing combined sewers. |
| 16 | 2 | 22 | 2.6 Securing Compact and Sustainable Growth Draft National Policy Objectives 8, 9 and 10. | NPO 8: Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints and ensure compact and sequential patterns of growth. |

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| | | | Final Draft NPO numbering – no change | <p>NPO 9: Deliver at least 30% of all new homes that are targeted in settlements other than the five Cities and their suburbs, within their existing built-up footprints and ensure compact and sequential patterns of growth.</p> <p>NPO 10: Deliver Transport Orientated Development (TOD) at scale at suitable locations, served by high capacity public transport and located within or adjacent to the built up footprint area of the five cities or a metropolitan town and ensure compact and sequential patterns of growth.</p> |

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| 17 | 3 | 25 | 3.1 Strategic Development of Ireland's Regions | 2 nd bullet point: The adoption development of Regional Enterprise Plans; |
| 18 | 3 | 29 | 3.2 Eastern and Midland Region | Developing the potential of the region in renewable energy terms, in accordance with the capacity allocation targets set out in Chapter 9: Climate Transition and Our Environment, across the technological spectrum from wind and solar to biomass and, where applicable, wave energy, focusing in particular on the extensive tracts of publicly owned peat extraction areas in order to support a managed just transition of local economies to greener energy. |
| 19 | 3 | 31 | 3.2 Eastern and Midland Region Dublin City and Metropolitan Area | <p>While Dublin has generally performed well in recent years, it is experiencing challenges in some key areas including housing delivery and affordability, transport and sustainable mobility, longer term constraints on water services, urban amenities and liveability.</p> <p>Key priorities include enhanced airport and port access and capacity; expansion of the public transport network including the delivery of DART+, MetroLink, Luas expansion and BusConnects; and enhanced water and wastewater capacity through projects such as the Greater Dublin Drainage Project and the Eastern and Midlands Water Supply Project, Eastern and Midlands</p> |

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| | | | | Region. There are several national public service delivery projects, such as the Children’s Hospital, that will also serve the country as a whole. |
| 20 | 3 | 31 and 45 | Dublin City and Metropolitan Area and Limerick City and Metropolitan Area | “The delivery of critical strategic infrastructure in areas such as transport, water services management, waste management, education, health and community services is essential to the sustainable growth of...” |
| 21 | 3 | 33, 40, 45, 47 and 47 | Section on the five cities and their Metropolitan areas (Dublin, Galway, Cork, Limerick and Waterford) | Improving sustainability in terms of energy, waste management and resource efficiency and water, to include district heating, water conservation, water reuse and Sustainable Drainage Systems (SuDS) and the circular economy. |
| 22 | 3 | 38 | Case Study Atlantic Economic Corridor | <p>Atlantic Economic Corridor</p> <p>The Atlantic Economic Corridor (AEC) is the term applied to a linear network along the Western seaboard, stretching from Kerry to Donegal, which has the potential to act as a key enabler for the regional growth objectives of the National Planning Framework.</p> <p>The corridor straddles parts of both the Northern and Western Region and the Southern Regions, with the potential to further extend its scope by building on the cross-Border relationship between Letterkenny and Northern Ireland, and into Cork City and County to the south.</p> <p>The overarching objective of the AEC initiative is to maximise the infrastructure, talent and enterprise assets along the western seaboard and to combine the economic hubs, clusters and catchments of the area in order to attract investment, improve competitiveness, support job creation and contribute to an improved quality of life for the people who live there. The lack of high quality connectivity between the regions within the AEC has been a major impediment to its development as a counter-balance to Dublin and the East coast.</p> <p>The initiative has the potential to act as a key enabler for the regional growth objectives of the National Planning Framework. The Western Development Commission (WDC) supports the</p> |

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| | | | | <p>delivery of Government policy towards balanced regional development across a wide variety of sectors, including its work on the AEC initiative. The AEC initiative has to date enabled a number of projects to be developed, notably the AEC Hub Network project, which has since progressed to a national initiative in the form of Connected Hubs. The Connected Hubs Network has enabled the creation of an ecosystem where all remote working hubs can share knowledge, best practice, solve problems and engage their collective voices to benefit each other, the sector and the wider communities they serve (refer to section 5.4). The WDC is currently developing a dedicated strategy document for the AEC initiative.</p> <p>The AEC Enterprise Hubs Network is a three-year project to create an interconnected community network from over 100 hubs from Donegal to Kerry identified as either operating or in development, in the AEC region. The AEC is a collaborative initiative, driven by business representatives and communities and supported by national and local government, State agencies and Third Level Institutions. The Government recognises the contribution which the AEC initiative can make to achieving the objectives of the NPF and will continue to support the development of this initiative.</p> |
| 23 | 3 | 40 | Galway City and Metropolitan Area Key Future Growth Enablers | <p>Provision of a Citywide public transport network, informed by the development of a Galway Metropolitan Area Transport Strategy (GMATS²) with enhanced accessibility between existing and proposed residential areas and the City Centre, third level institutions and the employment areas to the east of the city;</p> <p>Measures to enhance and better link the existing network of green and blue spaces, in line with the County and City Biodiversity Action Plans, subject to carrying out a routing study and any necessary environmental assessments.</p> <p>Delivery of the Galway City Ring Road;</p> |

² To note GMATS is replacing the Galway Transport Strategy (GTS).

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| | | | | Delivery of the Galway East Main Drainage Scheme as part of the wider Greater Galway Area Drainage Study Galway Wastewater Strategy (GWWS); |
| 24 | 3 | 41 | 3.4 Southern Region South-East | <p>Re-insert text from 2018</p> <p>Counties Carlow, Kilkenny, Waterford and Wexford, as well as the southern part of County Tipperary are included in this regional area. Although it has a strong urban structure, much of this area is rural in character and includes some of Ireland’s most productive agricultural land.</p> |
| 25 | 3 | 45 | Cork City and Metropolitan Area Key future growth enablers | <p>The development of a much-enhanced Citywide public transport system based on the Cork Metropolitan Area Transport Strategy (CMATS), to incorporate ing the implementation of BusConnects Cork plus the Cork Area Commuter Rail Programme, and an east-west corridor from Mahon, through the City Centre to Ballincollig and a north-south corridor with a link including enhanced connectivity to the Airport;</p> <p>Delivering BusConnects Cork and the Cork Area Commuter Rail Programme. Progressing the sustainable development of new brownfield and greenfield areas for housing along existing and planned high-capacity public transport corridors with a particular focus on large-scale Transport Orientated Development (TOD) opportunities within the metropolitan area;</p> <p>Implementation of a comprehensive cycle network for Cork as set out in the Cork Metropolitan Area Transport Strategy;</p> <p>Measures to enhance and better link the existing network of green and blue spaces, in line with the County and City Biodiversity Action Plans, subject to carrying out a routing study and any necessary environmental assessments.</p> <p>Ensuring that water supply and waste- water needs are met by new national strategic projects to enhance Cork’s water supply and increase waste water treatment capacity;</p> |

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| 26 | 3 | 46 | Limerick City and Metropolitan Area Key future growth enablers | <p>Implementation of the updated Limerick 2030 economic strategy to create modern, city centre residential, food and beverage, leisure and office accommodation, to reposition the City Centre as the premier regional shopping destination and to deliver a series of transformational city centre commercial and public realm projects;</p> <p>Ensuring that water supply and waste- water needs are met by new national strategic projects to enhance Limerick’s water supply and increase waste water treatment capacity;</p> <p>Measures to enhance and better link the existing network of green and blue spaces, in line with the City and County Biodiversity Action Plan, subject to carrying out a routing study and any necessary environmental assessments.</p> <p>Enhanced rail and road connectivity to Shannon – Foynes Port, including local by-passes;</p> <p>Enhanced regional connectivity through improved average journey times by rail and road to Cork, Waterford and Galway, as identified within the All Island Strategic Rail Review.</p> |
| 27 | 3 | 47 | Waterford City and Metropolitan Area Key future growth enablers | <p>Ensuring that water supply and waste- water needs are met by new national strategic projects to enhance Waterford’s water supply and increase waste water treatment capacity;</p> <p>Measures to enhance and better link the existing network of green and blue spaces, in line with the City and County Biodiversity Action Plan, subject to carrying out a routing study and any necessary environmental assessments.</p> <p>Enhanced regional connectivity through improved average journey times by rail and road to Cork, Limerick and ports within the region, as identified within the All Island Strategic Rail Review.</p> |

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| 28 | 4 | 51 | 4.1 Why Urban Places Matter Economy/Prosperity | 2nd para: This means that many sectors, but in particular those related to the information economy and knowledge development, tend to be very place specific. High skilled individuals are attracted together, as firms ‘agglomerate’ in the larger, denser, skilled labour markets found in urban areas. People intensive inward investments such as those in the financial or technology sectors tend to locate in central urban locations, while larger-scale inward investments such as those in the manufacturing sector, have location and servicing requirements that favour outer locations. There is a need to plan for these different types of employment growth in our cities and larger towns and to ensure that population and employment distribution is planned for in an integrated and sustainable manner. |
| 29 | 4 | 52 | 4.1 Why Urban Places Matter The Environment | Improving the provision and viability of water services, and Maximising existing capacity and use of existing water services assets, increasing efficiency of assets through use of nature based solutions, and |
| 30 | 4 | 54 | 4.3 Planning for Ireland’s Urban Growth | Some require a combination of these, but all will require a tailored approach, recognising the Compact Growth objectives of this framework and the principles of the Town Centre First policy approach , that can be appropriately linked to investment, through the National Development Plan, including investment through the Rural Regeneration and Development Fund and the Urban Regeneration and Development Fund, both established in support of this Framework: |
| 31 | 4 | 58 | 4.4 Planning for Urban Employment Growth | Current employment location, density of workers, land-take and resource/infrastructure dependency and availability , including town centres, business parks, industrial estates, significant single enterprises and lands with high levels of public transport accessibility, including areas identified with potential for Transport Orientated Development (TOD); |
| 32 | 4 | 60 | 4.5 Achieving Urban Infill/ Brownfield Development Regeneration and Rejuvenation | Developing within the existing built up area of a settlement can deliver considerable cost savings to the State in terms of infrastructure provision when compared to greenfield development. It is necessary to ensure that public policy can directly influence the strategic development of housing for the common good. To do this, Government will continue to put in place measures to better manage the supply of development land, support the development of infill, compact development to meet housing land requirements, ease pressure on building land and housing costs and to |

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| | | | | capture gains in land value from the development process for investment in necessary public infrastructure. Since 2018, land activation measures such as the Residential Zoned Land Tax and proposals to introduce Land Value Sharing measures have been developed to facilitate the active management of development land. |
| 33 | 4 | 62 | 4.5 Achieving Urban Infill/ Brownfield Development Performance-Based Design Standards | A more dynamic performance-based approach appropriate to location will also enable the level of public transport service to improve as more development occurs and vice-versa. An important first step in prioritising infill and brownfield development is the identification of these opportunity sites in the local authority development plan. As part of the 'Settlement Capacity Audit' prepared as an input to the Development Plan process, local authorities should map brownfield/infill sites that have regeneration and development potential and publish the outputs. |
| 34 | 4 | 62 | 4.5 Achieving Urban Infill/ Brownfield Development Performance-Based Design Standards | To enable brownfield and infill development, planning policies and standards need to be flexible, focusing on design-led and performance-based outcomes, rather than specifying absolute requirements in all cases. Performance-Based Design Standards are a goal-oriented design approach which involve developing standards to achieve a particular outcome (for example, preventing undue overshadowing) rather than applying rigid quantitative standards in all cases (for example, mandatory separation distances). Performance criteria are the indicators that are identified in assessing the outcome. |

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| 35 | 5 | 66 | 5.2 Strengthening Ireland's Rural Fabric and Supporting Rural Communities | TFI Local Link continues to be provided to address rural social exclusion. Funding for TFI Local Link has increased from €12 million in 2016 to €57 million in 2023 2024. |
| 36 | 5 | 69 | 5.3 Planning for the Future Growth and Development of Rural Areas | Supporting text from 5.3 Planning for the Future Growth and Development of Rural Areas, page 69 2 para, column 2, and NPO 26 to be moved from Chapter 5 and inserted in column 2, page 142 under Natural and Cultural Heritage. NPO 26 to be re-numbered to NPO 89. |

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| | | | Rural Towns | <p>“Ireland’s built heritage assets are a non-renewable resource that merit being nurtured in a manner appropriate to their significance as an aid to understanding the past, contributing to community well-being and quality of life as well as regional economic development”.</p> <p>National Policy Objective 26 Enhance, integrate and protect the special physical, environmental, economic and cultural value of built heritage assets, including streetscapes, vernacular dwellings and other historic buildings and monuments, through appropriate and sensitive investment and conservation.</p> <p>Reference to be made to the following: Investment in our towns and villages through regeneration, public realm improvements and the appropriate adaptation and re-use of our built heritage, are key factors in developing, promoting and investing in a sense of place and aligning the objectives of creating high quality with that of spatial planning (refer to 9.3 Protecting Conserving and Enhancing our Natural Capital, sub-section Natural and Cultural Heritage).</p> |
| 37 | 5 | 75 | 5.4 Planning and Investment to Support Rural Job Creation Forestry | Forest cover is estimated to be at its highest level in over 350 years, however current annual planting rates remain significantly below this target with an additional 2,273 ha of new forests created in 2022. |
| 38 | 5 | 75 | 5.4 Planning and Investment to Support Rural Job Creation Tourism | Likewise, the built, cultural and natural assets which constitute the ‘raw material’ of the tourism industry are also essential to the ‘production capability’ of the sector ³ . |

³ Fáilte Ireland Regional Development Strategies <https://www.failteireland.ie/regionalstrategies.aspx>

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| 39 | 6 | 81 | 6.1 Quality of Life and Place | This is why place is intrinsic to achieving good quality of life - the quality of our immediate environment, our ability to access services and amenities, such as education and healthcare, shops and parks, the leisure and social interactions available to us and the prospect of securing employment, all combine to make a real difference to people's lives. An important consideration is also access to sporting and cultural facilities and the State's role in supporting and investing in these areas. |
| 40 | 6 | 82 | 6.2 Healthy Communities | Communities that are designed in a way that supports physical activity, e.g. well connected neighbourhoods with services and amenities within a short walk or cycle of homes, generously sized footpaths, safe cycle lanes, and accessible recreation areas, all encourage residents to make healthy choices and live healthier lives. Permeability describes the extent to which an urban area permits the movement of people by walking or cycling, rather than through the movement of motorised vehicles. This approach is known as "filtered permeability" and best practice is described for local authorities in the NTA's 'Permeability Best Practice Guide' (2015). |
| 41 | 6 | 82 | 6.2 Healthy Communities | Decisions made regarding land use and the built environment, including transportation, affect these health risks in a variety of ways, for example through influencing noise , air and water quality, traffic safety, opportunities for physical activity and social interactions as well as access to workplace, education, healthcare and other facilities and services such as food and alcohol outlets. |
| 42 | 6 | 83 | 6.2 Healthy Communities | Figure 6.2 Hierarchy of Settlements and Related Infrastructure Under 'Environment' Heading amend: Access to clean sewage water |
| 43 | 6 | 85 | 6.4 Age Friendly Communities | 6.4 An Age Friendly Ireland Communities The 'Age Friendly Ireland' shared service Initiative provides leadership and guidance in identifying the needs and opportunities of an ageing population and is embedded within the local government system, which, with support from Government, is best placed to respond to change at a local level. |
| 44 | 6 | 90 | 6.6 Housing | National Policy Objective 4342 |

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| | | | Draft National Policy Objectives 43. Final Draft NPO numbering – NPO 42 | To target the delivery of housing to accommodate approximately 50,000 additional homes households per annum to 2040. |
| 45 | 6 | 91 | 6.6 Housing Location of Homes | Ireland’s future homes will: be located in places that can support sustainable development - places which support compact growth, innovation and the efficient provision of infrastructure, are accessible to a range of local services, and can encourage the use of public transport, walking and cycling and support the transition to a lower carbon society; |
| 46 | 6 | 92 | 6.6 Housing Building Resilience in Housing | Increased efficiency and sustainability in the use of energy and public infrastructure (including prioritisation of development in areas with existing/planned water and wastewater infrastructure capacity). |
| 47 | 6 | 93 | 6.6 Housing Housing Demand | To meet projected population and economic growth as well as increased household formation, annual housing output will need to increase to approximately 50,000 homes per annum in the years to 2040 and will be subject to monitoring and review. A key element of understanding and responding to housing demand is high quality data on planning and development activity, housing delivery and land. In all of these areas a standardised approach among local authorities will ensure data is useable and actionable for policy development and forecasting. |

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| 48 | 7 | 99 | 7.1 Integrated Land and Maritime Planning | Ireland’s economy, culture and society have strong links to the sea. Our marine environment is a national asset that yields a wide range of commercial and societal benefits through activities such as commercial fishing, transport, tourism, recreation, renewable energy, wastewater discharges and cultural heritage, as well as playing a vital role in supporting marine life and biodiversity more generally. |

| | | | | <p>The marine environment is also the most significant receiving waterbody for wastewater discharges. There are many shared aims and overlapping areas of co-ordination and activity between terrestrial and maritime area planning, including the development of renewable energy and associated green industrial development, the provision of water services, supporting the improvement of our port infrastructure, tourism and environmental coordination.</p> | | | | | | | | | | | |
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| 49 | 7 | 99 | 7.1 Integrated Land and Maritime Planning | <p>However, as the capabilities of the Marine Maritime Area Planning (MAP) Act are deployed, including Marine Planning Policy Statements and Designated Maritime Area Plans (planning frameworks that can be undertaken for particular uses, sectors or defined spatial areas and specific guidance), marine planning policy will reflect the sophistication needed to balance the range of uses, activities and environment in the marine area.</p> | | | | | | | | | | | |
| 50 | 7 | 101 | Figure 7.2 Relationships between Planning Policy and Maritime Policy | <p>Amend existing Figure 7.2 Relationships between Planning Policy and Maritime Policy as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Planning Policy</th> <th style="text-align: left;">Hierarchy</th> <th style="text-align: left;">Maritime Policy</th> </tr> </thead> <tbody> <tr> <td>National Planning Framework</td> <td>High Level Aims and Objectives National-Focus</td> <td>National Maritime Spatial Plan</td> </tr> <tr> <td>Regional Spatial and Economic Strategies</td> <td>Policies of Regional Significance and Focus for co-operation and implementation</td> <td rowspan="2"> Designated Maritime Area Plans (DMAPs) Maritime Spatial Planning at a sub-national level. These plans can have a sectoral or geographic focus and will contribute to the planning framework for maritime development. —provide a sub-national framework for the making of decisions for particular uses in defined spatial areas Localised land-sea interaction and the role of coastal local </td> </tr> <tr> <td>Development Plan and Local Area Plan</td> <td>Detailed objectives and locally devised approaches</td> </tr> </tbody> </table> | Planning Policy | Hierarchy | Maritime Policy | National Planning Framework | High Level Aims and Objectives National-Focus | National Maritime Spatial Plan | Regional Spatial and Economic Strategies | Policies of Regional Significance and Focus for co-operation and implementation | Designated Maritime Area Plans (DMAPs) Maritime Spatial Planning at a sub-national level. These plans can have a sectoral or geographic focus and will contribute to the planning framework for maritime development. —provide a sub-national framework for the making of decisions for particular uses in defined spatial areas Localised land-sea interaction and the role of coastal local | Development Plan and Local Area Plan | Detailed objectives and locally devised approaches |
| Planning Policy | Hierarchy | Maritime Policy | | | | | | | | | | | | | |
| National Planning Framework | High Level Aims and Objectives National-Focus | National Maritime Spatial Plan | | | | | | | | | | | | | |
| Regional Spatial and Economic Strategies | Policies of Regional Significance and Focus for co-operation and implementation | Designated Maritime Area Plans (DMAPs) Maritime Spatial Planning at a sub-national level. These plans can have a sectoral or geographic focus and will contribute to the planning framework for maritime development. —provide a sub-national framework for the making of decisions for particular uses in defined spatial areas Localised land-sea interaction and the role of coastal local | | | | | | | | | | | | | |
| Development Plan and Local Area Plan | Detailed objectives and locally devised approaches | | | | | | | | | | | | | | |

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| | | | | | | authorities to manage the nearshore (the sea area 5km or 3 nautical miles from shore). DMAPs may be prepared for the specified parts of the nearshore area |
| 51 | 7 | 103 | 7.3 Ports Text for inclusion at end of column 2 | Finally, in line with the Climate Action Plan 2024, the transport sector will continue to support plans to facilitate the development of at least 5GW of installed offshore wind capacity by 2030, and the longer-term ambition for over 37GW of offshore renewable energy (ORE) to be delivered before 2050. The Irish Commercial State Ports can act as positive contributors to the ORE Industry. Work to identify and resolve barriers to the delivery of ports infrastructure to facilitate ORE, while ensuring protection of biodiversity in line with national and EU legislation, the National Biodiversity Action Plan and forthcoming National Nature Restoration Plan will be advanced by the Department of Transport. | | |
| 52 | 7 | 104 | 7.3 Ports Draft National Policy Objective 51 Final Draft NPO numbering – NPO 50 | National Policy Objective 5150 Ensure that the strategic development requirements of Tier 1 and Tier 2 Ports, ports of regional significance, State Fishing Harbours and smaller harbours are addressed as part of Regional Spatial and Economic Strategies, and plans at local level to ensure the effective growth and sustainable development of the city regions and regional and rural areas, including, where appropriate, infrastructure to effectively support the development and maintenance of off-shore renewable electricity generating developments in accordance with National Ports Policy. | | |
| 53 | 7 | 104 | 7.4 Coastal Environment and Planning for Climate Change For inclusion at the end of column 2 | The Report of the Inter-Departmental Group on National Coastal Change Management Strategy identifies key recommendations for the preparation of an Irish Coastal Change Strategy. | | |
| 54 | 7 | 104 | 7.4 Coastal Environment and Planning for Climate Change Draft National Policy Objective | National Policy Objective 5453 In line with the collective aims of national policy regarding climate adaptation, to address take account of the effects of sea level changes and coastal flooding and erosion in planning and development management and to support the implementation of adaptation responses in vulnerable areas . | | |

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| | | | 54 Final Draft NPO numbering – NPO 53 | |
| 55 | 7 | 104 | 7.4 Coastal Environment and Planning for Climate Change Draft National Policy Objective 55 Final Draft NPO numbering – NPO 54 | National Policy Objective 5554 Support the development of coastal management plans to address the likely effects of sea level changes and coastal flooding and erosion and to support the implementation of adaptation responses. in vulnerable areas. |
| 56 | 7 | 106 | 7.5 – Offshore Renewable Energy | The Maritime Area Planning Act 2021 also provided for a new licensing and development management regime in the maritime area, including the creation of a new type of consent known as a Maritime Area Consent (MAC), to be administered by the Maritime Area Regulatory Authority (MARA) and planning authorities. A MAC provides a right to occupy the maritime area subject to the necessary consents including planning permission, where required. |
| 57 | 7 | 106 | 7.5 Offshore Renewable Energy | The Future Framework for Offshore Renewable Energy Policy Statement (Future Framework for Offshore Renewable Energy to be included as a footnote with link), setting the longer-term model and vision for achieving offshore renewable energy targets of 20GW by 2040 and 37GW by 2050, was published by Government in 2024. An Offshore Transmission Strategy and Offshore Renewable Energy Future Framework Policy will be prepared by the Department of the Environment, Climate and Communications. Under the Future Framework for Offshore Renewable Energy Policy Statement, Government is committed to the sustainable development and deployment of marine renewable energy and supports the continued advances across fixed and floating turbine, wave and tidal renewable energy technologies to meet our Climate Action Plan renewable energy targets. |
| 58 | 7 | 106 | 7.5 Offshore Renewable Energy | National Policy Objective 5655 |

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| | | | <p>Draft National Policy Objective 56</p> <p>Final Draft NPO numbering – NPO 55</p> | <p>To support, the progressive development of Ireland’s offshore renewable energy potential, the sustainable development of enabling onshore and offshore infrastructure including domestic and international grid connectivity enhancements, non-grid transmission infrastructure, as well as port infrastructure for the marshalling and assembly of wind turbine components and for the operation and maintenance of offshore renewable energy projects.</p> |
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| 59 | 8 | 109 | <p>8.1 Ireland and the European Union</p> <p>New text for inclusion prior to Section 8.2</p> | <p>Transport infrastructure across all regions of Ireland is part of the wider trans-European transport (TEN-T) network. Regulation EU 2024/1679, known as the TEN-T Regulation, sets out the components of the network and the requirements for infrastructure included on the network. The TEN-T core network is proposed to be completed by 2030 and the comprehensive network by 2050. Ireland is also included on two of the network’s high-priority ‘European Transport Corridors’ – the Atlantic Corridor and the North Sea-Rhine-Mediterranean Corridor – which link Ireland to the passenger and freight transport networks on continental Europe.</p> <p>The Alternative Fuels Infrastructure Regulation (EU 2023/1804 – ‘AFIR’) mandates minimum infrastructure requirements on the European Ten-T transport network, which will ensure that there are sufficient, interoperable recharging and alternative fuel refuelling stations. These measures will directly support the transition of our cars, vans, buses and trucks to electric vehicles, and ensure that our ports and airports can provide alternatives to using on-board fossil-fuelled engines for vessels at berth or stationary aircraft.</p> <p>The implementation of these Regulations will be essential in providing climate neutral connectivity on our major road networks and will require close integration between the transport, electricity and planning sectors to ensure that network development strategies and investments meet the requirements necessary for compliance, not least the extensive power output requirements mandated by AFIR.</p> |
| 60 | 8 | 113 | 8.3 Working Together for Economic Advantage | Improving inter-urban transport infrastructure, including through a €600m investment in the A5 North-West transport corridor upgrade and advancing on related N2 and road upgrades in |

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| | | | North-West Strategic Growth Partnership | Monaghan and Donegal, and examining relevant recommendations in the Draft All-Island Strategic Rail Review; and |
| 61 | 8 | 113 | 8.3 Working Together for Economic Advantage Draft National Policy Objective 58 Final Draft NPO numbering – NPO 57 | National Policy Objective 5857 In co-operation with relevant Departments, Regional Assemblies and Local Authorities in Northern Ireland, to further support and develop the economic potential of the Dublin-Belfast Corridor and in particular the core Drogheda-Dundalk-Newry network and to promote and enhance its international visibility. |
| 62 | 8 | 117 | 8.4 Co-ordination of Investment Transport | Over the life of the NPF, increased transport connectivity, including bus and rail services, taking account of the Draft All-Island Strategic Rail Review, expanded and improved public transport services and networks, potential for increased air connectivity and facilitation of port expansion and maintenance, promotion of cross- border Electric Vehicle charging networks and infrastructure, blueways, greenways, peatways and walking trails will help to create a more connected island. |
| 63 | 8 | 117 and 121 | 8.4 Co-ordination of Investment Energy | Page 117 In order to support the National Planning Framework, additional electrical grid strengthening will be required for parts of the border subject to the necessary planning consents to enhance energy security through further reductions in dependence on fossil fuels, moving towards wind, gas with carbon capture and sequestration, solar, biomass and other renewable sources. Page 121 Remove from 4 th para the following as repeated in 6 th para: The Government will also pursue coordinated all-island approaches including on the circular economy, protection of our shared marine and coastal environment and biodiversity protection. |

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| 64 | 9 | 125 | 9.1 Climate and Environmental Capacity | Insert footnote to define Environmental Capacity as follows: 9.1 Climate and Environmental Capacity ⁴ |
| 65 | 9 | 125 | 9.1 Climate and Environmental Capacity | Key national environmental challenges include the need to accelerate action on climate change, health risks to drinking water, treating urban waste water, moving from the existing linear economy to a circular economy , protecting important and vulnerable habitats and species as well as diminishing wild countryside and dealing with air quality problems in urban areas ⁵ . |
| 66 | 9 | 125 | 9.1 Climate and Environmental Capacity | Our planning system has influence across a wide range of sectors, both directly and indirectly, and interacts with many common issues related to effective environmental management, including water services, waste processing capacity , landscape, flood risk planning, green infrastructure planning , protection of designated sites and species, coastal and marine management, climate mitigation and adaptation, and land use change. |
| 67 | 9 | 125 | 9.1 Climate and Environmental Capacity | Insert footnote to define Natural Capital as follows: Protecting, Conserving and Enhancing Our Natural Capital ⁶ |
| 68 | 9 | 126 | 9.2 Resource Efficiency and Transition to a Zero Carbon Economy (inclusion within column 2) | Government is committed to achieving climate neutrality no later than 2050 with a 51% reduction in GHG emissions by 2030. These legally binding objectives are set out in the Climate Action and Low Carbon Development (Amendment) Act 2021. The Climate Act supports Ireland’s transition to the achievement of a climate neutral economy no later than 2050. It also establishes a legally binding framework with clear targets and commitments, to ensure the necessary structures and processes are in place to deliver national, EU and international climate goals and obligations in the near and long term. Against this background, strategies must be devised to reduce and manage |

⁴ *The carrying or environmental capacity of an environment can be interpreted as is the maximum population size of a biological species that can be sustained by that specific environment, given the food, habitat, water, and other resources available. Environmental carrying capacity is analysed through the SEA process as part of plan-making at each level.*

⁵ Please refer to <https://www.epa.ie/publications/monitoring--assessment/assessment/state-of-the-environment/irelands-state-of-the-environment-report-2024.php>

⁶ *Natural capital can be defined as the world's stocks of natural assets which include geology, soil, air, water and all living things.*

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| | | | | <p>climate change risks through a combination of mitigation and adaptation responses, both in the medium and longer term.</p> <p>The planning process provides an established means through which to implement and integrate climate change objectives, including mitigation and adaptation, at local level. Planning legislation also requires different levels of the planning process to address climate change.</p> <p>The NPF includes policy measures that support national high-level climate policy, consistent with:</p> <ul style="list-style-type: none"> • the national statutory objective for climate neutrality not later than 2050, • the implementation of latest adopted Climate Action Plan, • complying with the adopted Carbon Budgets and Sectoral Emissions Ceilings, • the National Energy Security Framework, by supporting accelerated renewable energy development, and • and the implementation of Ireland’s ‘Long-term Strategy on Greenhouse Gas Emissions Reductions’. <p>Ireland’s current Long-term Strategy on Greenhouse Gas Emissions Reductions sets out indicative pathways, beyond 2030, towards achieving carbon neutrality for Ireland by 2050. The Strategy builds upon the decarbonisation pathways set by the carbon budgets, sectoral emissions ceilings and Climate Action Plan, to ensure coherent and effective climate policy. It is underpinned by analysis of transition options across each key sector of the economy and provides a crucial link between Ireland’s 2030 climate targets and the long-term goal set by Ireland’s National Climate Objective and the European Climate Law.</p> |
| 69 | 9 | 126 | 9.2 Resource Efficiency and Transition to a Zero Carbon Economy | <p>5th para</p> <p>As an island, it is in our interest to ensure we respond to climate change and its impacts such as sea level change, more frequent and sustained rainfall events, drought and heat stress and greater vulnerability of low-lying areas to flooding.</p> <p>7th para</p> |

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| | | | | In addition, Ireland’s forests and also separately, peatlands play an important role in helping with climate change mitigation, through carbon sequestration and acting as carbon sinks. In addition, forests provide and the provision of renewable fuels and raw materials. |
| 70 | 9 | 127 | Emerging Legislation and Policy approaches | <p>European Climate Law, EU strategy on adaptation to climate change EU biodiversity strategy for 2030 Proposal for an EU 2040 Target for emissions reductions, Ireland's Long-term Strategy on GHG Emissions Reductions Energy Security in Ireland to 2030 EU Circular Economy Action Plan Proposal for a Regulation of the European The Critical Raw Materials Act, 2023 Proposal for a European The Net Zero Industry Act, 2023 Proposal for a European The Nature Restoration Law Planning and Development Bill, 2023</p> |
| 71 | 9 | 128 | 9.2 Resource Efficiency and Transition to a Zero Carbon Economy Sustainable Land Management and Resource Efficiency | <p><u>Transport</u> The policy pathway for cutting transport emissions centres around the ‘Avoid-Shift-Improve’ approach. ‘AVOID’ relates to planning and developing services, communities, and infrastructure in such a way that avoid the need to travel as much as we do today, in line with the Compact Growth policy approach of this framework.</p> <p>‘SHIFT’ relates to improving the relative attractiveness and accessibility of sustainable travel modes (Public Transport, Cycling and Walking), to provide as many opportunities as possible to shift away from car use e.g. Transport Orientated Development, improved ‘Active Travel’ infrastructure, and better public realm.</p> <p>‘IMPROVE’ relates to complimenting these measures by facilitating an increase in the proportion of EV’s in our national fleet, as well as increasing the uptake of lower-carbon fuels such as biofuels, which will improve the carbon efficiency of the national fleet, as well as the freight and public transport sector.</p> |

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| 72 | 9 | 128 | 9.2 Resource Efficiency and Transition to a Zero Carbon Economy Circular Economy | Buildings themselves form part of the circular economy, and measures which reduce embodied carbon and promote re-use and refurbishment , over demolition or dereliction will reduce waste as well as retaining density and protecting heritage. 3 rd para A focus of the circular economy approach is on reducing material resource consumption, the prevention and designing out of waste and to effect behavioural change at an individual, household, and business level; and seeks to find measures to improve the simplification of the end-of-waste process to encourage meaningful reuse. |
| 73 | 9 | 128 | 9.2 Resource Efficiency and Transition to a Zero Carbon Economy Circular Economy | The European Commission adopted a new circular economy action plan (CEAP) in March 2020. A recycling rate of 65% has been proposed by the European Commission for 2030 for the Circular Economy Package. |
| 74 | 9 | 130 | 9.2 Resource Efficiency and Transition to a Zero Carbon Economy Circular Bioeconomy | The transition to a more circular economy and bio economy, where the value of bio-based products, materials and resources is maintained in the economy for as long as possible, and the generation of waste is minimised, will provide an essential contribution to our national goal of developing a sustainable, low-carbon, resource efficient and competitive economy. |
| 75 | 9 | 130 | Draft National Policy Objective 68 Final Draft NPO numbering – NPO 67 | National Policy Objective 6867 Support the circular and bio economy including in particular through greater efficiency in land and materials management, promoting the sustainable re-use and refurbishment of existing buildings and structures, while conserving cultural and natural heritage, the greater use of renewable resources and by reducing the rate of land use change from urban sprawl and new development. |
| 76 | 9 | 131 | Aggregates and Minerals | Aggregates and minerals extraction will continue to be enabled where this is compatible with the protection of the environment in terms of noise , air and water quality, natural and cultural heritage, the quality of life of residents in the vicinity, and provides for appropriate site rehabilitation particularly with respect to opportunities that may be provided for enhancement or restoration of nature in line with EU policies, such as the Nature Restoration Law , the EU Green Deal and EU Biodiversity Strategy 2020, and legislative instruments. |

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| 77 | 9 | 131 | Aggregates and Minerals | In March 2023, the EU Commission proposed The Critical Raw Materials Act, one of the three key legislative initiatives of the EU Green Deal Industrial Plan, to enhance the competitiveness of Europe's net-zero industry and support a rapid transition to climate neutrality. It and provides for a set of Actions to ensure the EU's access to a secure, diversified, affordable and sustainable supply of critical raw materials. |
| 78 | 9 | 131 | Built Environment | In relation to residential and commercial buildings, the built environment accounted for 11.1% of Ireland's greenhouse gas es emissions in 2022, down from 12.3% in 2021. "...improved efficiency through retrofit, the adoption of new low carbon neutral technologies, modern methods of construction and fuel switching". |
| 79 | 9 | 133 | 9.2 Resource Efficiency and Transition to a Zero Carbon Economy Energy Policy and Planning | Renewable Hydrogen also has a potential role as a zero-emission energy source in the coming decades. The Government's National Hydrogen Strategy sets out the strategic vision on the role that hydrogen will play in Ireland's energy system, looking to its long-term role as a key component of a climate neutral economy and the short-term actions that need to be delivered over the coming years, to enable the development of the hydrogen sector in Ireland. |
| 80 | 9 | 133 | 9.2 Resource Efficiency and Transition to a Zero Carbon Economy Renewable Electricity | 2nd column, 2nd para: A diversified energy portfolio from multiple sources is required; ; including onshore wind, ; and solar; (and gas will remain a significant contributor for energy security), with dispatchable generation capacity also having a role to play, and this will require the upgrading and development of a range of key infrastructure, offshore and onshore, to support a secure and reliable energy supply amid projections of rapid electricity growth over the decade. 2nd column, 4th para: As well as the national targets for the electricity sector, there are also regulatory and policy developments at an EU level that require Ireland to move towards a rapid reduction in reliance on fossil fuels. These include the REPowerEU Plan proposed by the European Commission, which seeks to support the expansion of renewable infrastructure through a number of measures such as streamlining the permitting processes for wind and solar projects and specific arrangements for the repowering of existing installed capacity. The Recast Renewable Energy Directive III ("RED III") |

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| | | | | <p>requires Member States to identify “renewables acceleration areas”. This will have spatial implications in relation to where renewable energy developments can be prioritised for delivery.</p> <p>In addition to installing new renewable energy plants, repowering of existing renewable energy power plants has significant potential to contribute to the achievement of national renewable energy targets and is a central component of EU accelerated renewable electricity policy strategy, including the REPowerEU Plan.</p> <p>The Directive also sets out the potential contribution that the repowering of existing renewable energy plants can make to the achievement of the renewable electricity targets and introduces simplified and streamlined procedures for repowering.</p> |
| 81 | 9 | 133 | <p>9.2 Resource Efficiency and Transition to a Zero Carbon Economy</p> <p>Inclusion at the top of Column 2</p> | <p>Energy Security in Ireland</p> <p>Government published the ‘Energy Security in Ireland to 2030’ report in November 2023, which concludes that Ireland’s future energy will be secure by moving from a fossil fuel-based energy system to an electricity-led system, maximising our renewable energy potential, flexibility and being integrated into Europe’s energy systems. Energy Security in Ireland to 2030 outlines a new strategy to ensure energy security in Ireland for this decade, while ensuring a sustainable transition to a carbon neutral energy system, by 2050.</p> <p>Informed by the Government’s energy security policy objectives - to ensure energy is affordable, sustainable, and secure - the review considered the risks to oil, natural gas, and electricity. Gas will continue to play a key role to support the secure transition to an energy system, based on electrification and greatly increased renewables penetration. Ireland imports approximately three quarters of its gas from the UK and this is expected to increase as indigenous supply from the Corrib gas field declines.</p> <p>The technical analysis shows that the existing infrastructure and supply sources are largely able to meet Ireland’s gas demand requirements in the medium- to long-term. It also shows, however, that a disruption of gas supplies from the UK, for whatever reason, would have a very significant impact on Ireland’s economic and social well-being. The Package is supported by an Annex “Securing</p> |

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| | | | | Ireland's Gas Supplies" that sets out in more detail, the long-term approach to secure our gas security of supply. The report sets out a range of mitigation measures, including the need for additional capacity of indigenous renewable energy, but also energy imports, energy storage, fuel diversification, demand side response, and renewable gases. |
| 82 | 9 | 134 | 9.2 Resource Efficiency and Transition to a Zero Carbon Economy Making a Just Transition | <p>Making a Just Transition – Peatlands</p> <p>In relation to peatlands, some of Ireland's cutaway bogs are suitable to facilitate the generation of energy, most notably wind/biomass. Considering the significant amount of peatlands in the ownership of semi-State bodies, a medium to longer-term strategic national land use plan for peatlands in State ownership will be prepared in order to manage their most appropriate future use, building on the existing National Peatlands Strategy and other national policy related to peatlands conservation and management.</p> <p>Supporting the Just Transition meansing that local communities and citizens in particular in the Midlands region can participate in the transformations underway across society, including in the energy sector.</p> <p>Peatlands cover 21% of our land area⁷, and 64% of our total soil organic carbon stock; they are the largest store of carbon in the Irish landscape. Accordingly, a careful balance will be required between the-realising the potential for renewable energy development to meet sectoral emissions targets, and the management of the potential for environmental impacts in terms of the protection and restoration of nature and cultural heritage in peatlands.</p> |
| 83 | 9 | 135 | 9.2 Resource Efficiency and Transition to a Zero Carbon Economy Draft National Policy Objective 72 | <p>National Policy Objective 72⁷¹</p> <p>Support the development and upgrading of the national electricity grid infrastructure, including to supporting the delivery of renewable electricity generating development.</p> |

⁷ Teagasc, Agriculture and Food Development Authority

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| | | | Final Draft NPO numbering – NPO 71 | |
| 84 | 9 | 135 | 9.2 Resource Efficiency and Transition to a Zero Carbon Economy Regional Renewable Electricity Capacity Allocations | Having regard to this evaluation, each Region must plan for sufficient wind and solar energy development in order to achieve the targeted regional renewable electricity capacity allocations outlined in Table 9.1, taking into account factors influencing delivery including attrition rates and changes to energised capacity levels, (and in addition to current installed energised capacity), in order to facilitate, at a minimum the 2030 national renewable electricity generation targets. The RRES roadmap will provide further guidance in this regard. |
| 85 | 9 | 136 | 9.2 Resource Efficiency and Transition to a Zero Carbon Economy Regional Renewable Electricity Capacity Allocations | In order to meet Regional Renewable Electricity Capacity Allocations and to ensure that the electricity can be both accepted on the national grid and brought to demand users, this will require the development and expansion of the electricity grid, at a national and local level, in a coordinated manner. |
| 86 | 9 | 136 | 9.2 Resource Efficiency and Transition to a Zero Carbon Economy Managing Waste | Ireland has actively improved its waste management systems, but we remain heavily reliant on export markets for the treatment of residual waste , recyclable wastes and hazardous wastes (Insert footnote: National Hazardous Waste Management Plan 2021-2027). 4 th para “Proposals to develop areas with potential or known histories of unauthorised waste related activities should include measures for remediation of these lands, and associated waterbodies... ”. |
| 87 | 9 | 136 | 9.3 Protecting Conserving and Enhancing our Natural Capital | 9.3 Protecting Conserving and Enhancing our Natural and Cultural Capital |
| 88 | 9 | 136 | 9.3 Protecting Conserving and Enhancing our Natural Capital | The NAF and existing climate legislation sets out a requirement for sectoral adaptation plans covering priority national level sectors. The recently approved NAF provides for a new iteration of Sectoral Adaptation Plans to be prepared by the relevant Departments for the sectoral areas that are most at risk from climate change impacts. This includes many areas covered in this chapter |

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| | | | Climate Adaptation | <p>including water quality and water services infrastructure, flood risk management, built and archaeological heritage, biodiversity, forestry, agriculture and electricity and gas networks.</p> <p>2nd para ..in the context of more extreme weather events that lead to droughts, floods, heat stress and other storm damage.</p> <p>3rd para “including adaptation, at local level, in particular the identification through the zoning of land for appropriate land uses having regard to the risks associated with climate change and through integrating climate resilient practices into development at regional and local level and also through the identification of decarbonisation zones by local authorities. Planning legislation also requires different levels of the planning policy hierarchy to address climate change adaptation (refer to Chapter 7)”.</p> |
| 89 | 9 | 136 | 9.3 Protecting Conserving and Enhancing our Natural Capital Climate Adaptation | In terms of nationally important priorities, integration of climate risk assessment, and actions to address climate change impacts will be critical to ensure the resilience of communities, housing and infrastructure in the context of more extreme weather events that lead to droughts, floods, and other storm damage. All Local Authorities have now published Climate Change Action Plans including adaptation and mitigation actions, including plans for a Decarbonising Zone in each local authority. The EPA has commenced work on a National Climate Change Risk Assessment. |
| 90 | 9 | 137 | 9.3 Protecting Conserving and Enhancing our Natural Capital Water Resource Management and Flooding | Planning is critically important to the management of water resources. The planning system both directly and indirectly influences effective water management. This includes water service provision, river basin management, protection of landscape, flood risk planning, coastal and marine management, source protection and climate change adaptation. |
| 91 | 9 | 138 | 9.3 Protecting Conserving and Enhancing our Natural Capital | National Policy Objective 7877 <i>Enhance water quality and resource management by: preventing or mitigating the risk of flooding by:</i> |

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| | | | <p>Draft National Planning Objective 78</p> <p>Final Draft NPO numbering – NPO 77</p> | <ul style="list-style-type: none"> • Ensuring flood risk management informs place-making by avoiding inappropriate development in areas at risk of flooding in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities. • Taking account of the potential impacts of climate change on flooding and flood risk and consideration of the Flood Risk Management Climate Change Sectoral Adaptation Plan. • Ensuring that River Basin Management Plan objectives are fully considered throughout the physical planning process. • Integrating sustainable water management solutions, such as Sustainable Urban Drainage (SUDS), non-porous surfacing and green roofs, and nature based solutions, to create safe places. |
| 92 | 9 | 138 | <p>9.3 Protecting Conserving and Enhancing our Natural Capital</p> <p>New National Policy Objective – NPO 78</p> | <p>National Policy Objective 78</p> <p><i>Promote sustainable development by ensuring flooding and flood risk management informs place-making by:</i></p> <ul style="list-style-type: none"> <i>• Avoiding inappropriate development in areas at risk of flooding that do not pass the Justification Test, in accordance with the Guidelines on the Planning System and Flood Risk Management;</i> <i>• Taking account of the potential impacts of climate change on flooding and flood risk, in line with national policy regarding climate adaptation.</i> |
| 93 | 9 | 138 | <p>9.3 Protecting Conserving and Enhancing our Natural Capital</p> <p>Nature Based Solutions</p> | <p>Nature-based solutions⁸ must therefore benefit biodiversity and support the delivery of a range of ecosystem services (include footnote with definition of ecosystem services as follows: <i>Ecosystem services are the services that an ecosystem supplies and on which humans depend. Ecosystem services from which humans benefit are often categorised as follows:</i></p> <ul style="list-style-type: none"> - provisioning services such as food, water, wood, fibre and genetic resources; - regulating services such as climate regulation, floods, disease and water quality; - cultural services such as recreation and ecotourism; - supporting services such as soil formation, pollination and nutrient cycling.) |

⁸ Refer to *Nature Based Management of Urban Rainwater and Urban Surface Water Discharges - A National Strategy* <https://www.gov.ie/en/publication/d9a24-nature-based-management-of-urban-rainwater-and-urban-surface-water-discharges-a-national-strategy/>

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| 94 | 9 | 138 | <p>9.3 Protecting Conserving and Enhancing our Natural Capital</p> <p>National Policy Objective 79</p> <p>Final Draft NPO numbering – no change</p> | <p>National Policy Objective 79</p> <p><i>Support the management of stormwater, rainwater and surface water flood and pollution risk through the use of nature-based solutions and sustainable drainage systems, including the retrofitting of existing environments to support nature based solutions.</i></p> |
| 95 | 9 | 138 | <p>9.3 Protecting Conserving and Enhancing our Natural Capital</p> <p>Draft National Policy Objective 80</p> <p>Final Draft NPO numbering – no change</p> | <p>National Policy Objective 80</p> <p><i>Support the retrofitting of existing environments to cater for surface water runoff through the use of nature based solutions. including the implementation by Uisce Éireann of Integrated Drainage Plans on a prioritised settlement basis.</i></p> |
| 96 | 9 | 138 | <p>9.3 Protecting Conserving and Enhancing our Natural Capital</p> <p>New National Policy based on previous text in NPO 80</p> <p>New National Policy Objective – NPO 81</p> | <p>National Policy Objective 81</p> <p><i>Support the implementation by Uisce Éireann, Local Authorities and other parties with drainage responsibilities of Integrated Wastewater and Drainage Management Plans on a prioritised risk basis in accordance with the requirements of the RBMP and EU Water Directives.</i></p> |

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| 97 | 9 | 141 | 9.3 Protecting Conserving and Enhancing our Natural Capital Strategic Planning for Biodiversity | Insert the following text after paragraph 4 column 1 of Page 141: The SEA Directive provides for the consideration of biodiversity, flora and fauna and the interrelationship with other relevant environmental topics e.g. water, landscape and human health, when undertaking environmental assessment at plan/ programme level. |
| 98 | 9 | 141 | 9.3 Protecting Conserving and Enhancing our Natural Capital Nature Restoration Draft National Policy Objective 83 Final Draft NPO numbering – NPO 84 | National Policy Objective 8384 <i>In line with the National Biodiversity Action Plan and the European Union Nature Restoration Law, and best available scientific information, regional and local planning authorities shall support the preparation and implementation of the National Restoration Plan.</i> |
| 99 | 9 | 142 | 9.3 Protecting Conserving and Enhancing our Natural Capital Nature Restoration National Policy Objective 84 Final Draft NPO numbering – NPO 85 | National Policy Objective 8485 <i>In line with the National Biodiversity Action Plan; the conservation, enhancement, mitigation (or mitigation of effects on biodiversity) and restoration of biodiversity is to be supported by:</i> • <i>Integrating policies and objectives for the protection and restoration of biodiversity, including the principles of the mitigation hierarchy of - avoid, minimise, restore and offset - avoidance and/or minimisation the potential effects on biodiversity, in statutory landuse plans.</i> |
| 100 | 9 | 142 | 9.3 Protecting Conserving and Enhancing our Natural Capital | National Policy Objective 87 88 <i>Protect, conserve and enhance the rich qualities of natural, cultural and built heritage of Ireland in a manner appropriate to their cultural and environmental significance.</i> |

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| | | | Natural and Cultural Heritage Draft National Policy Objective 87 Final Draft NPO numbering – NPO 88 | |
| 101 | 9 | 142 | 9.3 Protecting Conserving and Enhancing our Natural Capital Natural and Cultural Heritage | Supporting text from 5.3 Planning for the Future Growth and Development of Rural Areas, page 69 2 para, column 2, and NPO 26 to be moved from Chapter 5 and inserted in column 2, page 142 under Natural and Cultural Heritage. NPO 26 to be re-numbered to NPO 89. Built Heritage “Ireland’s built heritage assets are a non-renewable resource that merit being nurtured in a manner appropriate to their significance as an aid to understanding the past, contributing to community well-being and quality of life as well as regional economic development”. National Policy Objective 26 89 <i>Enhance, integrate and protect the special physical, environmental, economic and cultural value of built heritage assets, including streetscapes, vernacular dwellings and other historic buildings and monuments, through appropriate and sensitive investment and conservation.</i> |
| 102 | 9 | 142 | 9.3 Protecting Conserving and Enhancing our Natural Capital Natural and Cultural Heritage | Insert after para 2 Geological heritage (geoheritage) is part of the natural heritage of an area that comprises geodiversity elements with particular geological value, and which are worthy of safeguarding for the benefit of present and future generations. County Geological Sites (CGSs) are the best examples of geological heritage in each local authority area, and they are promoted and protected by specific objectives contained within County Development Plans. CGSs have been adopted in the National Heritage Plan, and they form a major strand of geological nature conservation to complement the various associated ecological and cultural conservation measures. Separately, geoparks are geographical areas where sites and landscapes of international geological significance are managed with a holistic concept of protection, education and sustainable development. |

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| 103 | 9 | 143 | <p>9.3 Protecting Conserving and Enhancing our Natural Capital</p> <p>Natural and Cultural Heritage</p> <p>Draft National Policy Objective 88</p> <p>Final Draft NPO numbering – NPO 90</p> | <p>National Policy Objective 88 90</p> <p><i>Facilitate landscape protection, management and change through the preparation of a National Landscape Character Map and development of guidance on local landscape character assessments, (including historic landscape characterisation and including coastal landscapes and seascapes) to ensure a consistent approach to landscape character assessment, particularly across planning and administrative boundaries.</i></p> |
| 104 | 9 | 144 | <p>9.4 Creating a Clean Environment for a Healthy Society</p> <p>Water Quality</p> | <p>Ireland’s rich water resources are of strategic importance and clean water is essential for creating a healthy society and supporting a growing economy⁹.</p> |
| 105 | 9 | 145 | <p>9.4 Creating a Clean Environment for a Healthy Society</p> <p>Noise Quality</p> | <p>Noise Quality</p> <p>Environmental noise is defined as unwanted or harmful outdoor sound created by human activity, such as noise emitted by means of transport, road traffic, rail traffic, air traffic, and industrial activity. It becomes a problem when it occurs in the incorrect place or at the incorrect time or at a level, frequency and duration that can give rise to annoyance, and sleep disturbance.</p> <p>Noise Management and Action Planning</p> <p>Measures to avoid, prevent, mitigate, and minimise or promote the pro-active management of environmental noise, where it is likely to have significant adverse impacts on health and quality of life, through strategic noise mapping¹⁰, noise action plans and suitable development plan objectives and planning conditions.</p> <p>Quiet Areas</p> |

⁹ Refer to Water Framework Directive, Marine Strategy Framework Directive, Bathing Water Directive and Drinking Water Directive.

¹⁰ EPA: <https://www.epa.ie/our-services/monitoring--assessment/noise/noise-mapping-and-action-plans/>

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| | | | | The further enjoyment and protection of natural resources, such as our green spaces and sea frontage, through the preservation of low sound levels or a reduction in undesirably high sound noise levels, |
| 106 | 9 | 145 | 9.4 Creating a Clean Environment for a Healthy Society | Light Pollution It is recognised that adequate lighting is necessary to ensure a safe and secure environment, however, both urban and rural settings can be affected by light pollution. Light spillage from inadequately designed lighting is increasingly recognised as a potential nuisance both within the built environment and also is a threat to wildlife and their habitats, particularly in relation to European sites and to light-sensitive protected species. Protection from artificial light pollution can be addressed through avoidance, scientific assessment and minimisation impacts through design measures. |

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|-----------------------|-----------|------------|---|---|
| 107 | 10 | 147 | 10.1 Governance and Oversight | There is recognition that the key investments needed to sustain projected population growth and attractiveness to 2040, in areas such as housing, energy, climate, transport, healthcare and education, will give rise to coordination and capacity challenges. There is also recognition that the planning and project delivery itself has become increasingly complex and resource intensive. The Government is advancing a range of reforms and actions aimed at enhancing capacity and addressing constraints to NDP delivery. |
| 108 | 10 | 149 | 10.2 The Planning System Metropolitan Area Strategic Planning Draft National Policy Objective 92 | National Policy Objective 9294 <i>Metropolitan Area Strategic Plans for the Dublin, Cork, Limerick, Galway and Waterford Metropolitan areas and in the case of Dublin and Cork, to also address the wider city region, shall be reviewed by the Regional Assemblies in tandem with the appropriate authorities in tandem with and as part of a review of the relevant Regional Spatial and Economic Strategy.</i> |

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| | | | Final Draft NPO numbering – NPO 94 | |
| 109 | 10 | 149 | 10.2 The Planning System Metropolitan Area Strategic Planning New National Policy Objective – NPO 95 | National Policy Objective 95 <i>Examine the existing governance arrangements for the MASP areas to scope out potential areas for reform that may be necessary to deliver on the co-ordination of strategic planning and development between all stakeholders.</i> |
| 110 | 10 | 150 | 10.2 The Planning System Metropolitan Area Strategic Planning | In Dublin and the Mid-East, a proportion of post-2030 growth (+ 200,000 people) is specifically targeted for Transport Orientated Development within the metropolitan area with a particular focus on TOD opportunities along high-capacity rail corridors. These provisions will support the transition from the current pattern of development. |
| 111 | 10 | 150 | 10.2 The Planning System Integrating Spatial and Transport Planning | The legislative requirement for a transport strategy is unique to the GDA and is not a statutory requirement in any other part of the country. However, the NTA has worked with regional and local authorities to prepare non-statutory metropolitan area transport strategies for Cork, Galway, Limerick and Waterford, and local transport plans for regional growth centres and key towns, in addition to delivering transport services and infrastructure projects. It is proposed to extend the The statutory arrangements that are already in place for transport planning in the GDA will be extended to all of Ireland’s cities, thereby strengthening the levels of integration between spatial planning and transport planning across the country, to the benefit of the economy and society. |
| 112 | 10 | 151 | 10.2 The Planning System Integrating Spatial and Transport Planning | The Department of Housing, Local Government and Heritage and the Department of Transport are working with the LDA, NTA, local and regional authorities and infrastructure providers to identify suitable opportunities for Transport Orientated Development (TOD) at scale in the five cities, aligned to planned investment in the public transport network identified in the metropolitan area transport strategies. |

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| 113 | 10 | 151 | 10.2 The Planning System Integrating Spatial and Transport Planning | While locations outside of the metropolitan areas may not be suitable for large-scale TOD, the principles of TOD can should be applied at local level to support compact development, sustainable mobility and climate targets. |
| 114 | 10 | 151 | 10.2 The Planning System Integrating Spatial and Transport Planning | The NTA has responsibility for preparing a Transport Strategy for the GDA, the most recent of which was prepared for the period of 2022-2042. There is a statutory requirement for mutual consistency between the Transport Strategy, the Regional Spatial and Economic Strategy (inclusive of the Dublin Metropolitan Area Spatial Plan) for the Eastern and Midlands Region and local authority development plans within the GDA. The NTA Transport Strategy provides a clear statement of transport planning policy for the GDA, around which other agencies involved in spatial planning, environmental protection, and delivery of other infrastructure such as housing, water and power, can align their own investment priorities. The Transport Strategy was developed to be consistent with the RSES, incorporating the MASP, which comprises a key input into the transport strategy by providing clear direction in terms of spatial planning policy at the Metropolitan level. It is an essential component, along with investment programmes in other sectors, for the orderly development of the Greater Dublin Area over the next 20 years. |
| 115 | 10 | 151 | 10.2 The Planning System Better Strategic Planning for Urban Areas | These areas will be a focus of public investment in key enabling infrastructure in order to ensure that the potential for development can be realised in a timely manner. The ‘Town Centre First’ policy also supports plan-led development through a targeted investment programme, including through the Urban Regeneration and Development Fund (URDF) and Rural Regeneration and Development Funds (RRDF), and other dedicated funding streams to drive regeneration and tackle vacancy and dereliction in urban centres. |
| 116 | 10 | 153 | 10.3 Public Capital Investment – The National Development Plan and National Strategic | This approach has better influence patterns of development and has contributed to the implementation of to wider national objectives in areas such as transport, climate action, water resource management, waste management, communications and energy network roll-out and social infrastructure development in areas such as health, education and community facilities. The ‘Town Centre First’ policy also supports plan-led development through a targeted investment |

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| | | | <p>Outcomes</p> <p>New National Policy Objective – NPO 107</p> | <p>programme, including through the Urban Regeneration and Development Fund (URDF) and Rural Regeneration and Development Funds (RRDF), and other dedicated funding streams to drive regeneration and tackle vacancy and dereliction in urban centres.</p> <p>A programme of monitoring of the implementation of the National Planning Framework will be progressed in conjunction with key stakeholders including the Department of Public Expenditure, NDP Delivery and Reform, the Regional Assemblies and Local Authorities. Indicators will be identified with reference to the key strategic objectives of the NPF, in particular, the targets for more balanced regional development, for city-based growth, for compact growth and the infrastructure delivery required to achieve these outcomes.</p> <p>National Policy Objective 103A107 <i>Develop and implement a new programme of monitoring of the implementation of the National Planning Framework, with a focus on measuring outcomes relative to the key strategic objectives of the NPF including more balanced regional development, city-based growth, compact growth and infrastructure delivery.</i></p> |
| 117 | 10 | 156 | <p>National Strategic Outcomes</p> <p>NSO 2 Enhanced Regional Accessibility</p> <p>Public Transport</p> | <p>To strengthen public transport connectivity between cities and large growth towns in Ireland and Northern Ireland, as identified within the All-Island Strategic Rail Review, with improved services and reliable journey times, based on the findings of the Draft All-Island Strategic Rail Review.</p> |
| 118 | 10 | 157 | <p>National Strategic Outcomes</p> | <p>Invest in maintaining regional and local roads and strategic road improvement projects in rural areas to ensure access to critical services such as education, healthcare and employment;</p> |

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| | | | NSO 3 Strengthened Rural Economies and Communities | |
| 119 | 10 | 158 | National Strategic Outcomes NSO 4 High Quality International Connectivity | <p>However, enhanced access to these national infrastructure transport services, which are of strategic importance for Ireland’s connectivity, will may require Exchequer funding.</p> <p>The development and enhancement of modern, technologically-advanced, cost efficient infrastructure at our State airports to maintain and enhance international connectivity, maintain the highest standards of enhance safety and security, to and reduce aviation’s environmental impact. and to maintain and develop international connectivity;</p> |
| 120 | 10 | 159 | National Strategic Outcomes NSO 5 Sustainable Mobility | <p>The Strategy will aim to strengthen the implementation of transport demand management across the country, through the strategic integration of land use and planning in line with the compact growth policy approach of this framework. Electric Vehicles will also have an important role to play in transforming the Irish transport system into one that is green and sustainable, as part of the wider transformation that will see people walking, cycling and taking public transport to their destinations. The Electric Vehicle Charging Infrastructure Strategy 2022- 2025 sets out the Government’s pathway for delivering a publicly accessible EV charging network that meets citizens’ needs.</p> <p>Regarding freight movements, the NTA has developed a framework for the future development of a Sustainable Freight Distribution Strategy for the Greater Dublin Area and will also consider the applicability of this framework to the regional cities’ metropolitan areas as part of the implementation of their respective transport strategies. Consideration will also be given to goods movement at regional level via Regional Freight Strategies.</p> <p>Arising from this strategy, the National Road EV Charging Network Plan sets out the provision for high powered charging provision on the national road network and will see banks of chargers installed every 60km on our motorway network. The draft Local EV Infrastructure Network Plan,</p> |

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| | | | | <p>focuses on the provision of charging at neighbourhood and destination locations and requires Local Authorities to take a lead in developing local area network plans as well as coordinating the facilitation and rollout of this EV infrastructure.</p> |
| 121 | 10 | 159-160 | <p>National Strategic Outcomes</p> <p>NSO 5 Sustainable Mobility</p> | <p>Expand attractive public transport alternatives to car transport to reduce congestion and emissions and enable the transport sector to cater for the demands associated with longer term population and employment growth in a sustainable manner through the following measures:</p> <ul style="list-style-type: none"> • Deliver key public transport objectives of the Transport Strategy for the Greater Dublin Area 2022-2042 by investing in projects such as MetroLink, DART+, Luas and BusConnects in Dublin and Eastern Region and key rail and bus-based projects identified by the NTA in the other cities and towns; • Provide public transport infrastructure and services to meet the needs of regional growth centres, key towns, large towns and smaller towns, villages and rural areas; • Develop a comprehensive network of safe cycling routes in metropolitan areas to address travel needs and to provide similar facilities in towns and villages where appropriate, in line with the NTA’s CycleConnects plan, due to be published in 2024; • Enhance the availability of facilities and services for shared cars, bikes and other micro modes, thereby helping to expand the range of sustainable travel options on offer and support the principles of just transition in the decarbonisation of transport; • Improve connections and walking routes in accordance with the principles of universal design so as to optimise journeys undertaken by foot and enhance pedestrian comfort and safety; • Enable more effective traffic management, enhanced road safety and better air quality within and around cities and towns through demand management measures including the re-allocation of urban road-space, kerbside management and parking controls in favour of bus-based public transport services, shared mobility services and walking/cycling facilities, as well as measures supporting the efficiency and green transition of freight and delivery services; |

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| | | | | <ul style="list-style-type: none"> • Deliver Transport Orientated Development at scale at suitable brownfield and greenfield locations in cities and metropolitan areas, along high capacity public transport corridors with a focus on land management, institutional and funding arrangements needed to accelerate this type of development; • Support delivery of EV charging at a national level in line with Climate Action Plan targets to transition, and • Maintain the ambition of the National Sustainable Mobility Policy as well as a focus on delivery through current and future Action Plans to 2030, and across the lifetime of the NPF. |
| 122 | 10 | 164 | National Strategic Outcomes NSO 7 | <p>Include the following text after 1st para: Our health and wellbeing is inextricably linked to our surrounding environment. Access to healthy places allowing for engagement with nature and our environment can have many positive benefits.</p> |
| 123 | 10 | 165 | National Strategic Outcomes NSO 8 | Transition to a Low Carbon Neutral and Climate Resilient Society |
| 124 | 10 | 165 | National Strategic Outcomes NSO 8 | <p>The following text from the 2018 Framework to be reinserted: Ireland benefits from interconnection with the UK gas pipeline network and while there are two gas pipelines with two separate entry points into the island of Ireland, both pipelines are connected through a single facility in Moffat, Scotland. In addition, our gas storage capacity is limited, which poses a security of supply risk and constrains smoothing of seasonal fluctuation in gas prices.</p> |
| 125 | 10 | 166 | National Strategic Outcomes NSO 8 | Remove 2 nd paragraph and include in NSO 9 |
| 126 | 10 | 167 | National Strategic Outcomes | Sustainable Management of Water and other Environmental Resources |

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| | | | NSO 9 | <p>Biodiversity</p> <p>Biodiversity as defined under Ireland’s 4th National Biodiversity Action Plan 2023 – 2030 is a term that describes the variety of life on earth. It comprises all living things, from plants, birds and mammals, to insects, microbes and fungi, and the ecosystems – bogs, forests, rivers, oceans, grasslands, etc. – that they are a part of. Therefore, the sustainable management of our resources is critical to ensure the avoidance of any further biodiversity loss.</p> <p>The policy objectives and priorities of the Government regarding biodiversity are set out under the 4th National Biodiversity Action Plan as provided for under the Wildlife (Amendment) Act 2023. Priority Objectives include:</p> <ul style="list-style-type: none"> • Adopting a whole-of-Government, whole-of-society approach to Biodiversity and for proposed actions to include capacity and resource reviews across Government; determining responsibilities for the expanding biodiversity agenda; providing support for communities, citizen scientists and business; • Meeting urgent conservation and restoration needs by building on existing conservation measures. The ambition of the EU Biodiversity Strategy will be considered as part of an evolving work programme across Government. • Securing nature’s contribution to people by highlighting the relationship between nature and people in Ireland and recognising the tangible and intangible values of biodiversity, promoting nature’s importance to our culture and heritage and recognising how biodiversity supports our society and our economy, • Enhancing the evidence base for Action on Biodiversity focusing on biodiversity research needs, as well as the development and strengthening of long-term monitoring programmes that will underpin and strengthen future decision-making. Action is to also focus on collaboration to advance ecosystem accounting that will contribute towards natural capital accounts. ; and |

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| | | | | <ul style="list-style-type: none"> • Strengthening Ireland’s contribution to International Biodiversity initiatives to encourage collaboration with other countries and across the island of Ireland. <p>Take 2nd para, page 166, under NSO 8 to here within NSO 9 with following amendments: Ireland’s 4th National Biodiversity Action Plan 2023–2030 was launched in January 2024. Implementation of actions within the Plan will contribute towards the 2050 vision that ‘Biodiversity in Ireland is valued, conserved, restored and sustainably used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential for all people.</p> <p>Water: re-instate the following text from the 2018 Framework: <i>1st para:</i> Climate change will have significant future effects on the availability of water sources and on the capacity of water bodies to assimilate wastewater discharges through lower water levels in rivers and lakes in longer and drier summer periods. The impact of climate change on the water cycle and the resultant impact on water services and flooding therefore need to be considered in settlement strategies.</p> <p>Bullet point: Implement the Greater Dublin Strategic Drainage Study, through enlarging capacity in existing wastewater treatment plants (Ringsend) and providing a new treatment plant in North County Dublin – known as the Greater Dublin Drainage (GDD) Project.</p> <p>Water: New Include under 2nd bullet point footnote reference to Urban Wastewater Treatment Directive as follows:</p> <ul style="list-style-type: none"> • Bringing and maintaining public water and wastewater services¹¹ to acceptable international benchmarks, verified by independent monitoring and reporting. |

¹¹ Urban Wastewater Treatment Directive <https://www.gov.ie/en/publication/d1861-urban-waste-water-treatment-directive/>

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| 127 | 10 | 168 | National Strategic Outcomes NSO 9 Effective Waste Management | The Regional Waste Management Planning Offices published a new National Waste Management Plan for a Circular Economy 2024-2030, informed by, inter alia, the National Planning Framework. The Plan will which sets out the required actions needed at local and regional levels. to deliver on the Waste Action Plan for a Circular Economy. |

| Amendment Ref. Number | Page No. | Section Heading | Miscellaneous/General Proposed Amendments |
|-----------------------|---|--------------------|---|
| 128 | Pages 6, 7, 74, 104, 106, 127, 134, 135, 160, 165, 162, 176 | Throughout the NPF | Reference to the most recently approved Climate Action Plan shall be referenced as Climate Action Plan 2024. |
| 129 | Throughout the NPF | Throughout the NPF | The term that should be used consistently is 'built up footprint' in place of 'built up area' (unless specifically referenced for the purposes of the definition used by the CSO), 'built up footprint', 'built envelope', 'built up core'. |
| 130 | Throughout the NPF | Throughout the NPF | Delete Zero Carbon Economy and Net Zero Carbon Economy and replace with Climate Neutral Economy. |
| 131 | Throughout the NPF | Throughout the NPF | The term that should be used consistently is "offshore renewable energy" or "ORE" where off-shore renewable electricity generating is used. |
| 132 | Throughout the NPF | Throughout the NPF | Where the Circular Economy Strategy 2022 is referenced, it shall be referenced as the national Circular Economy Strategy 2022. |
| 133 | Throughout the NPF | Throughout the NPF | Amend to delete from the references to the Draft All-Island Strategic Rail Review. |
| 134 | Throughout the NPF | Throughout the NPF | National Policy Objective numbering to be amended to reflect the inclusion of additional NPOs. |

Amendment Ref. Number 135:

Proposed Amendment to Appendix 2: to include all workers (including mobile workers) from each settlement, as derived from the census POWSCAR dataset. The jobs ratio data published by CSO as part of the generally available census 2022 release (see table <https://data.cso.ie/table/F7069>) does not include mobile workers and will therefore differ slightly from the data in Appendix 2. The updated figures are set out in the table below:

| Settlement | Population 2022 | Resident Workers | Total Jobs | Jobs: Resident Workers |
|-----------------------|-----------------|------------------|------------|------------------------|
| Abbeyfeale | 2206 | 821 | 1204 | 1.47 |
| Abbeyleix | 1897 | 738 | 521 | 0.71 |
| Allenwood | 1685 | 751 | 262 | 0.35 |
| Annacotty | 3398 | 1716 | 1597 | 0.93 |
| Ardee | 5478 | 2223 | 2489 | 1.12 |
| Arklow | 13399 | 5499 | 3107 | 0.57 |
| Ashbourne | 15680 | 7565 | 4690 | 0.62 |
| Ashford | 1892 | 853 | 439 | 0.51 |
| Athboy | 2596 | 1135 | 590 | 0.52 |
| Athenry | 4603 | 2115 | 1659 | 0.78 |
| Athlone | 22869 | 9771 | 12505 | 1.28 |
| Athy | 11035 | 4256 | 2474 | 0.58 |
| Baile Chláir | 1632 | 745 | 411 | 0.55 |
| Bailieborough | 2974 | 1227 | 862 | 0.70 |
| Balbriggan | 24322 | 10398 | 4216 | 0.41 |
| Ballaghaderreen | 2387 | 698 | 681 | 0.98 |
| Ballina | 10556 | 4005 | 5049 | 1.26 |
| Ballina | 2959 | 1337 | 551 | 0.41 |
| Ballinasloe | 6597 | 2288 | 3020 | 1.32 |
| Ballinrobe | 3148 | 1339 | 1479 | 1.10 |
| Ballivor | 1870 | 825 | 273 | 0.33 |
| Ballybofey-Stranorlar | 5406 | 2083 | 2152 | 1.03 |
| Ballybunion | 1618 | 564 | 390 | 0.69 |
| Ballyhaunis | 2773 | 996 | 1161 | 1.17 |
| Ballyjamesduff | 2917 | 1312 | 646 | 0.49 |

| | | | | |
|---------------------------|-------|-------|------|------|
| Ballymahon | 1714 | 729 | 743 | 1.02 |
| Ballymote | 1711 | 698 | 445 | 0.64 |
| Ballysadare | 1747 | 872 | 268 | 0.31 |
| Ballyshannon | 2246 | 835 | 953 | 1.14 |
| Balrothery | 2282 | 1044 | 358 | 0.34 |
| Baltinglass | 2611 | 1090 | 853 | 0.78 |
| Banagher | 1907 | 771 | 549 | 0.71 |
| Bandon | 8196 | 3573 | 2693 | 0.75 |
| Bantry | 2929 | 1163 | 1809 | 1.56 |
| Bearna | 2336 | 1020 | 461 | 0.45 |
| Belturbet | 1610 | 589 | 284 | 0.48 |
| Birr | 4726 | 1811 | 1672 | 0.92 |
| Blarney | 2779 | 1253 | 834 | 0.67 |
| Blessington | 5611 | 2525 | 1257 | 0.50 |
| Boyle | 2915 | 967 | 1191 | 1.23 |
| Bray | 33512 | 15021 | 9729 | 0.65 |
| Bunclody | 2053 | 815 | 761 | 0.93 |
| Buncrana | 6971 | 2704 | 2405 | 0.89 |
| Bundoran | 2599 | 1006 | 809 | 0.80 |
| Caherconlish | 1569 | 614 | 206 | 0.34 |
| Cahir | 3679 | 1646 | 1260 | 0.77 |
| Callan | 2678 | 1113 | 800 | 0.72 |
| Carlingford | 1528 | 556 | 368 | 0.66 |
| Carlow | 27351 | 11409 | 9231 | 0.81 |
| Carndonagh | 2768 | 1033 | 1289 | 1.25 |
| Carrickmacross | 5745 | 2417 | 1896 | 0.78 |
| Carrick-On-Shannon | 4743 | 2061 | 3145 | 1.53 |
| Carrick-on-Suir | 5752 | 2128 | 1397 | 0.66 |
| Carrigaline | 18239 | 8437 | 3050 | 0.36 |
| Carrigtwohill | 5568 | 2636 | 4538 | 1.72 |

| | | | | |
|--------------------------|--------|--------|--------|------|
| Cashel | 4805 | 2040 | 1997 | 0.98 |
| Castlebar | 13054 | 5623 | 9911 | 1.76 |
| Castleblayney | 3926 | 1596 | 1732 | 1.09 |
| Castlebridge | 1850 | 846 | 352 | 0.42 |
| Castleconnell | 2488 | 1078 | 384 | 0.36 |
| Castledermot | 1685 | 723 | 331 | 0.46 |
| Castleisland | 2536 | 1047 | 1438 | 1.37 |
| Castlemartyr | 1603 | 772 | 242 | 0.31 |
| Castlerea | 2348 | 877 | 935 | 1.07 |
| Cavan | 11741 | 4733 | 5774 | 1.22 |
| Celbridge | 20601 | 9925 | 3297 | 0.33 |
| Charleville | 3970 | 1532 | 2079 | 1.36 |
| Clane | 8152 | 4028 | 2094 | 0.52 |
| Clara | 3403 | 1324 | 770 | 0.58 |
| Claremorris | 3857 | 1793 | 1529 | 0.85 |
| Clogherhead | 2275 | 992 | 254 | 0.26 |
| Clonakilty | 5112 | 2211 | 2719 | 1.23 |
| Clones | 1885 | 733 | 493 | 0.67 |
| Clonmel | 18369 | 7899 | 7190 | 0.91 |
| Cloyne | 1967 | 879 | 244 | 0.28 |
| Cobh | 14148 | 6255 | 2066 | 0.33 |
| Collooney | 1797 | 805 | 733 | 0.91 |
| Convoy | 1702 | 648 | 328 | 0.51 |
| Cootehill | 1856 | 787 | 617 | 0.78 |
| Cork city and suburbs | 222526 | 101627 | 113067 | 1.11 |
| Courtown | 4365 | 1676 | 459 | 0.27 |
| Crosshaven | 3263 | 1498 | 564 | 0.38 |
| Derrinturn | 1837 | 768 | 218 | 0.28 |
| Dingle-Daingean Uí Chuis | 1671 | 649 | 1259 | 1.94 |
| Donabate | 9669 | 4830 | 1636 | 0.34 |

| | | | | |
|----------------------------------|---------|--------|--------|------|
| Donegal | 2749 | 1133 | 2018 | 1.78 |
| Drogheda | 44135 | 19252 | 14339 | 0.74 |
| Dublin city and suburbs | 1263219 | 601702 | 577835 | 0.96 |
| Duleek | 4899 | 2111 | 840 | 0.40 |
| Dunboyne | 7155 | 3476 | 1250 | 0.36 |
| Dundalk | 43112 | 17211 | 14209 | 0.83 |
| Dungarvan | 10081 | 4030 | 3996 | 0.99 |
| Dunleer | 2143 | 877 | 951 | 1.08 |
| Dunmanway | 1964 | 818 | 851 | 1.04 |
| Dunmore East | 1731 | 789 | 341 | 0.43 |
| Dunshaughlin | 6644 | 3399 | 1696 | 0.50 |
| Edenderry | 7888 | 3282 | 1909 | 0.58 |
| Edgeworthstown | 2199 | 921 | 369 | 0.40 |
| Enfield | 3663 | 1706 | 763 | 0.45 |
| Ennis | 27923 | 12269 | 10628 | 0.87 |
| Enniscorthy | 12310 | 4601 | 4861 | 1.06 |
| Enniskerry | 2000 | 872 | 408 | 0.47 |
| Fermoy | 6720 | 2903 | 2449 | 0.84 |
| Fethard | 1738 | 674 | 544 | 0.81 |
| Galway city and suburbs | 85910 | 39486 | 51211 | 1.30 |
| Gorey | 11517 | 4698 | 4170 | 0.89 |
| Gort | 2870 | 1283 | 1083 | 0.84 |
| Graigenamanagh-Tinnahinch | 1506 | 581 | 286 | 0.49 |
| Greystones-Delgany | 22009 | 9892 | 4181 | 0.42 |
| Kanturk | 2803 | 1177 | 981 | 0.83 |
| Kells | 6608 | 2711 | 1669 | 0.62 |
| Kenmare | 2566 | 1023 | 1111 | 1.09 |
| Kilbeggan | 1575 | 668 | 634 | 0.95 |
| Kilcock | 8674 | 4364 | 1335 | 0.31 |
| Kilcoole | 4569 | 2033 | 1350 | 0.66 |

| | | | | |
|---|--------|-------|-------|------|
| Kilcullen | 3815 | 1815 | 1185 | 0.65 |
| Kildare | 10302 | 4642 | 2996 | 0.65 |
| Kilkenny | 27184 | 11698 | 15479 | 1.32 |
| Kill | 3818 | 1808 | 978 | 0.54 |
| Killaloe | 1666 | 681 | 665 | 0.98 |
| Killarney | 14412 | 6103 | 7398 | 1.21 |
| Killorglin | 2163 | 930 | 1467 | 1.58 |
| Killucan-Rathwire | 1574 | 688 | 333 | 0.48 |
| Kilmallock | 1761 | 656 | 775 | 1.18 |
| Kilrush | 2649 | 834 | 1204 | 1.44 |
| Kingscourt | 2955 | 1291 | 838 | 0.65 |
| Kinnegad | 3064 | 1398 | 596 | 0.43 |
| Kinsale | 5991 | 2539 | 2066 | 0.81 |
| Kinsealy-Drinan | 7526 | 4007 | 866 | 0.22 |
| Lanesborough-Ballyleague | 1733 | 697 | 342 | 0.49 |
| Laytown-Bettystown-Mornington-Donacarney | 15642 | 7011 | 1748 | 0.25 |
| Leixlip | 16733 | 7823 | 9166 | 1.17 |
| Letterkenny | 22549 | 9647 | 13109 | 1.36 |
| Lifford | 1613 | 527 | 841 | 1.60 |
| Limerick city and suburbs | 102287 | 43073 | 49871 | 1.16 |
| Listowel | 4794 | 1759 | 2361 | 1.34 |
| Longford | 10952 | 3993 | 5800 | 1.45 |
| Longwood | 1685 | 777 | 168 | 0.22 |
| Loughrea | 6322 | 2821 | 2213 | 0.78 |
| Lusk | 8806 | 4091 | 1048 | 0.26 |
| Macroom | 4096 | 1803 | 1518 | 0.84 |
| Maigh Cuilinn | 2279 | 1092 | 541 | 0.50 |
| Malahide | 18608 | 8220 | 3733 | 0.45 |
| Mallow | 13456 | 5459 | 4493 | 0.82 |

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|---------------------------------|-------|-------|-------|------|
| Manorhamilton | 1667 | 660 | 1039 | 1.57 |
| Maynooth | 17259 | 8406 | 6898 | 0.82 |
| Midleton | 13906 | 6438 | 4625 | 0.72 |
| Millstreet | 1722 | 783 | 1032 | 1.32 |
| Mitchelstown | 3744 | 1557 | 1770 | 1.14 |
| Moate | 3013 | 1280 | 648 | 0.51 |
| Monaghan | 7894 | 3384 | 4198 | 1.24 |
| Monasterevin | 5307 | 2410 | 1443 | 0.60 |
| Mountmellick | 4905 | 1963 | 989 | 0.50 |
| Mountrath | 2070 | 767 | 415 | 0.54 |
| Muinebeag (Bagenalstown) | 2945 | 1137 | 1700 | 1.50 |
| Mullagh | 1651 | 664 | 389 | 0.59 |
| Mullingar | 22667 | 9508 | 9828 | 1.03 |
| Naas | 26180 | 12726 | 11690 | 0.92 |
| Navan | 33886 | 15080 | 9820 | 0.65 |
| Nenagh | 9895 | 4324 | 4846 | 1.12 |
| New Ross | 8610 | 3432 | 3681 | 1.07 |
| Newbridge | 24366 | 11099 | 7337 | 0.66 |
| Newcastle | 4526 | 2120 | 4368 | 2.06 |
| Newcastle West | 7209 | 3049 | 2678 | 0.88 |
| Newmarket-On-Fergus | 1887 | 855 | 212 | 0.25 |
| Newport | 2183 | 965 | 529 | 0.55 |
| Newtownmountkennedy | 3539 | 1592 | 1071 | 0.67 |
| Oranmore | 5819 | 3065 | 3420 | 1.12 |
| Oughterard | 1846 | 806 | 498 | 0.62 |
| Passage West-Monkstown | 6051 | 2714 | 717 | 0.26 |
| Portarlington | 9288 | 3834 | 1950 | 0.51 |
| Portlaoise | 23494 | 9958 | 9055 | 0.91 |
| Portlaw | 1881 | 801 | 248 | 0.31 |
| Portmarnock | 10750 | 4742 | 1882 | 0.40 |

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|-------------------------|-------|-------|-------|------|
| Portumna | 1690 | 647 | 759 | 1.17 |
| Prosperous | 2413 | 1060 | 431 | 0.41 |
| Rathangan | 3263 | 1489 | 588 | 0.39 |
| Rathcoole | 5792 | 2711 | 1220 | 0.45 |
| Rathcormac | 1957 | 883 | 220 | 0.25 |
| Rathdrum | 2264 | 963 | 652 | 0.68 |
| Rathnew | 3482 | 1376 | 607 | 0.44 |
| Ratoath | 10077 | 4998 | 1445 | 0.29 |
| Roscommon | 6555 | 2531 | 4315 | 1.70 |
| Roscrea | 5542 | 2222 | 1688 | 0.76 |
| Rosslare | 1795 | 611 | 444 | 0.73 |
| Rosslare Harbour | 2247 | 886 | 537 | 0.61 |
| Rush | 10875 | 4988 | 1547 | 0.31 |
| Saggart | 4573 | 1883 | 773 | 0.41 |
| Sallins | 6269 | 3152 | 778 | 0.25 |
| Shannon | 10256 | 4552 | 8185 | 1.80 |
| Sixmilebridge | 2832 | 1280 | 330 | 0.26 |
| Skerries | 10743 | 4690 | 2060 | 0.44 |
| Skibbereen | 2903 | 1224 | 1664 | 1.36 |
| Sligo | 20608 | 8544 | 13562 | 1.59 |
| Stamullen | 3720 | 1858 | 719 | 0.39 |
| Strandhill | 1982 | 938 | 440 | 0.47 |
| Swords | 40776 | 20652 | 15082 | 0.73 |
| Templemore | 2005 | 797 | 1169 | 1.47 |
| Termonfeckin | 1983 | 828 | 289 | 0.35 |
| Thomastown | 2305 | 987 | 757 | 0.77 |
| Thurles | 8185 | 3316 | 3066 | 0.92 |
| Tipperary | 5387 | 2000 | 2105 | 1.05 |
| Tower | 3300 | 1557 | 334 | 0.21 |
| Tralee | 26079 | 10190 | 13336 | 1.31 |

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|-----------------------------------|-------|-------|-------|------|
| Tramore | 11277 | 4932 | 2031 | 0.41 |
| Trim | 9563 | 4305 | 3419 | 0.79 |
| Tuam | 9647 | 3909 | 3801 | 0.97 |
| Tubbercurry | 2307 | 908 | 758 | 0.83 |
| Tullamore | 15598 | 6424 | 8513 | 1.33 |
| Tullow | 5138 | 2107 | 1402 | 0.67 |
| Tullyallen | 1697 | 760 | 197 | 0.26 |
| Virginia | 3211 | 1376 | 912 | 0.66 |
| Waterford city and suburbs | 60079 | 25666 | 27704 | 1.08 |
| Watergrasshill | 1840 | 924 | 303 | 0.33 |
| Westport | 6872 | 2955 | 4539 | 1.54 |
| Wexford | 21524 | 9031 | 10458 | 1.16 |
| Wicklow | 12957 | 5798 | 3469 | 0.60 |
| Youghal | 8564 | 3422 | 1921 | 0.56 |