



# **DERRINLOUGH WIND FARM**

## **Amenity Plan**

**February 2020**

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## 1 Introduction

This report documents the assessment undertaken to research, review and develop an amenity plan for the proposed Derrinlough Wind Farm development which will be located on Clongawny and Drinagh bogs in West Offaly.

## 2 Scope

The scope of the assessment was to develop an amenity plan for the proposed development site. This comprised the following:

- Establish the baseline amenities and sites/centres of interest in the local area.
- Establish the amenity offering within the proposed wind farm site (i.e. walkways and cycle routes) and identify connections from the site to the surrounding local area.

The proposed '*Amenity Plan*' for Derrinlough Wind Farm will be included in the planning application for the proposed development and will be assessed in the Environmental Impact Assessment Report which will accompany the planning application.

Future potential options for developing further connectivity to amenities in the wider West Offaly area were also considered as part of the scope of the assessment; however, such proposals will not be included in the planning application. They are included in this report to document what could be achieved/leveraged in the future, when the wind farm development is operational.

## 3 Methodology

The methodology for the assessment comprised the following:

- Literature Review i.e. a review of all relevant planning and policy documentation.
- Amenity Review i.e. a review of typical offerings at a number of similar amenities around the country.
- Consultation i.e. a review of feedback received from Community Information Events for the proposed development.
- Site visits to both Clongawny and Drinagh Bogs to establish existing access points, machine passes, river crossings, railway infrastructure etc.
- Establish the baseline i.e. identify existing amenities within the wider area.

Each of these are addressed in the following sections.

Following the completion of the assessment, an Amenity Plan for the proposed Derrinlough Wind Farm was developed. The plan outlines the proposed amenity routes which will be included as part of the proposed development and which comprises pathways along the internal road network in addition to a number of new linkages which will extend connectivity from the site to the immediate

surrounding area. As outlined previously, a number of potential options, which could provide broader connectivity in the future, are also identified but are not included as part of the planning application.

### 3.1 Literature Review

A review of all relevant national, regional and local plans and programmes was carried out to determine the policy context and objectives for provision of amenities in the area. This review considered a number of publications and the findings are presented in Table 3.1.

**Table 3.1: Policy and Objectives regarding provision of Amenities**

Publication	Section	Objectives
<b>National Planning Framework – Ireland 2040</b>	Chapter 4: Making Stronger Urban Places	<b>National Policy Objective 6:</b> Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.
	Chapter 5: Planning for Diverse Rural Places	<b>National Policy Objective 14:</b> Protect and promote the sense of place and culture and the quality, character and distinctiveness of the Irish rural landscape that make Ireland’s rural areas authentic and attractive as places to live, work and visit.
	Chapter 5: Planning for Diverse Rural Places	<b>National Policy Objective 22:</b> Facilitate tourism development and in particular a National Greenways, Blueways and Peatways Strategy, which prioritises projects on the basis of achieving maximum impact and connectivity at national and regional level.
	Chapter 6: People, Homes and Communities	<b>National Policy Objective 27:</b> Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.
<b>National Development Plan 2018-2027</b>	National Strategic Outcome 3: Strengthened Rural Economies and Communities	<b>Rural Regeneration and Development Fund:</b> Plans advancing in the Midlands to convert former Bord na Móna peat railways and trackways into cross country walking, cycling and peatway routes, coupled with strengthening nearby towns and villages as hubs for tourism activity and local businesses.
		<b>Tourism:</b> Measures will be delivered to support further regional investment in the existing experience brands, the Wild Atlantic Way and Ireland’s Ancient East, and a new brand for the Midlands region. Investment in activity based tourism, including greenways, will be a priority over the period of the National Development Plan.
<b>Strategy for the Future Development of National and Regional Greenways, 2018</b>	Section 2: Objectives	<b>1.</b> A Strategic Greenway network of national and regional routes, with a number of high capacity flagship routes that can be extended and/or link with local Greenways and other cycling and walking infrastructure;
		<b>2.</b> Greenways of scale and appropriate standard that have significant potential to deliver an increase in activity tourism to Ireland and are regularly used by overseas visitors, domestic visitors and locals thereby contributing to a healthier society through increased physical activity;
		<b>3.</b> Greenways that provide a substantially segregated off road experience linking places of interest, recreation and leisure in areas with beautiful scenery of different types with plenty to see and do.

Publication	Section	Objectives
		<p><b>4.</b> Greenways that provide opportunities for the development of local businesses and economies, and</p> <p><b>5.</b> Greenways that are developed with all relevant stakeholders in line with an agreed code of practice.</p>
<b>Eastern and Midlands Regional Spatial and Economic Strategy 2019 - 2031</b>	Chapter 6: Economy and Employment	<b>RPO 6.17:</b> Support the maintenance of, and enhanced access to state and semi-state lands such as National Parks, Forest Parks, Waterways, etc., together with Monuments and Historic Properties, for recreation and tourism purposes. Access should be planned and managed in a sustainable manner that protects environmental sensitivities, ecological corridors, and the ability of local infrastructure to support increased tourism.
	Chapter 6: Economy and Employment	<b>RPO 6.20:</b> Support Offaly County Council, Bord na M6na and Coillte in the development of the 'Midlands Cycling Destination- Offaly'.
	Chapter 7: Environment and Climate	<b>RPO 7.19:</b> Support the consideration of designating a National Park for the peatlands area in the Midlands.
	Chapter 7: Environment and Climate	<b>RPO 7.24:</b> Promote the development of a sustainable Strategic Greenway Network of national and regional routes, with a number of high capacity flagship routes that can be extended and /or linked with local Greenways and other cycling and walking infrastructure notwithstanding that capacity of a greenway is limited to what is ecologically sustainable.
	Chapter 7: Environment and Climate	<b>RPO 7.25:</b> Support Local Authorities and state agencies in the delivery of sustainable strategic greenways, Blueways, and Peatways projects in the Region under the Strategy for the Future Development of National and Regional Greenways.
<b>Regional Planning Guidelines for the Midlands Region 2010 - 2022</b>	Chapter 6: Environment and Amenities Strategy	<b>EP 18:</b> Support Local Authorities in the development of walking routes to reflect environmental, heritage and recreational value through rural and urban areas in order to implement strategic green corridors.
	Chapter 6: Environment and Amenities Strategy	<b>EP 19:</b> Promote the facilitation of open space, sports and recreational facilities, including qualitative and quantitative elements and accessibility to facilities, within the four counties of the region.
	Chapter 7: Tourism Strategy	<b>TP 4:</b> Build on the amenity potential of the inland waterways throughout the region.
	Chapter 7: Tourism Strategy	<b>T03:</b> Promote, in a sustainable manner, increases in visitor numbers within the Mid Shannon corridor based on a broader range of activities and associated accommodation, including cycling, walking, angling and rowing/canoeing.

Publication	Section	Objectives
<b>Offaly County Development Plan 2014 – 2020</b>	Chapter 2: Economic Development Strategy	<b>TP-04:</b> It is Council policy to protect natural resources on which tourism is based through the enforcement of policies and relevant legislation in relation to protections of resources, architectural conservation areas, peatlands, water quality, species and populations of conservation concern and biodiversity, rural housing and holiday home development
	Chapter 2: Economic Development Strategy	<b>TP-05:</b> It is Council policy to further investigate the potential of and opportunities for the development of trails in County Offaly to include a mixture of walking, cycling and driving trails, for the provision of appropriate services along these trails, and for the development of linkages between these trails in Offaly and adjoining counties. The Council will only support such developments where it is demonstrated that no significant environmental effects will arise as a consequence of their construction or operation.
	Chapter 2: Economic Development Strategy	<b>TP-06:</b> It is Council policy to liaise with strategic partners such as Bord na Móna, The National Parks and Wildlife Service and Coillte on the identification of land use strategies for appropriate areas of peatland and forestry within the county focusing on the tourism, environmental and heritage value of these areas.
	Chapter 2: Economic Development Strategy	<b>TO-04:</b> It is an objective of the Council to co-operate with Fáilte Ireland, Bord na Móna, Waterways Ireland and other relevant bodies and agencies in promoting the Waterways and Lakelands of the county in respect of an overall tourism development and marketing strategy.
	Chapter 2: Economic Development Strategy	<b>TO-05:</b> It is an objective of the Council to facilitate the development of a tourism resource using cutaway peatlands in conjunction with Bord na Móna and Fáilte Ireland, subject to environmental considerations and nature designations.
	Chapter 2: Economic Development Strategy	<b>TO-13:</b> It is an objective of the Council to examine the feasibility of developing an overall recreational walking and cycling strategy, subject to available resources, and in conjunction with adjoining counties, and all relevant stakeholders, within the lifetime of this plan.
	Chapter 4: Infrastructure and Environment Strategy	<b>STAP-06:</b> It is Council policy to promote walking and cycling, subject to appropriate environmental assessments, including Habitats Directive Assessment, as an alternative mode of transport for travelling to work and for recreational purposes, to require the provision of cycle ways and walkways and associated facilities as part of new development and to support safer walking and cycling routes to schools under the Green Schools Initiative where feasible.
	Chapter 4: Infrastructure and Environment Strategy	<b>STAP-08:</b> It is Council policy to support, subject to appropriate environmental assessments, including Habitats Directive Assessment, the continued development of cycle routes by identifying routes both within the county and at national and regional level. Particular emphasis will be placed on those that link existing cycle routes and tourist destinations. Cycle routes shall adhere to the principles contained within the

Publication	Section	Objectives
		national policy document Smarter Travel: A Sustainable Transport Future 2009-2020, and the National Cycle Policy Framework document or updated/amended guidance document where appropriate.
	Chapter 7: Heritage and Landscape	<b>ROWP-01:</b> It is a policy of the Council to promote sustainable outdoor recreation in the form of walking and cycling and improve the recreational and tourist potential of walking and cycling routes in the county whilst ensuring the protection of the environment.
	Chapter 7: Heritage and Landscape	<b>ROWP-02:</b> It is a policy of the Council to engage and co-operate with representative bodies, local groups, landowners and where relevant adjoining local authorities, in order to support the sustainable development of walking and cycling routes.
<b>Offaly Local Development Strategy 2014 – 2020</b>	Section 5: LDS [Local Development Strategy] Action Plan	<b>Strategic Action 2.1:</b> To support the growth of the tourism offering in the County through the enhancement and development of high quality tourism products, visitor services and tourism events as key elements to the overall experience of visitors and locals alike. [To include development of cycling and walking trails].
	Section 5: LDS [Local Development Strategy] Action Plan	<b>Strategic Action 5.1:</b> To support and enhance the social, economic, physical and recreational development of communities in Offaly so as to ensure social inclusion, access to services and regeneration of local areas.
<b>Offaly Local Economic and Community Plan 2016 – 2021</b>	Chapter 4: Economic Plan Economic Goal 2: Tourism and Promoting Place	<b>Objective 3.6:</b> Implement Offaly’s Strategy for walking and cycling entitled <i>Connecting People-Connecting Places*</i> and connect it to the wider national and regional networks.
<b>Healthy Offaly Plan 2018 – 2020</b>	Section F: Healthy Offaly 2018 – Strategic Priorities for Healthy Offaly	<b>Physical Activity 1:</b> To support the continued development of accessible and affordable physical activities for all ages and abilities which encourages personal and social development including healthy behaviours.
	Section F: Healthy Offaly 2018 – Strategic Priorities for Healthy Offaly	<b>Physical Activity 2:</b> To support the partnership work with public and private Stakeholders to develop a range of recreational and amenity activities.
<b>National Cycle Policy Framework 2009-2020</b>	Chapter 2: Interventions/Infrastructure and the Physical Environment	<b>Objective 3:</b> Provide designated rural cycle networks especially for visitors and recreational cycling.
	Chapter 4: Actions to Encourage Smarter Travel	<b>Action 4:</b> The delivery of public transport, cycling and promotion of more sustainable travel patterns generally in many existing urban centres can only be achieved through retrofitting. We will require local



Publication	Section	Objectives
<b>Smarter Travel: A Sustainable Transport Future 2009-2020</b>		authorities to prepare plans to retrofit areas towards creating sustainable neighbourhoods so that walking and cycling can be the best options for local trips, for example to reach local facilities such as shops and schools.
	Chapter 5: Actions to Deliver Alternative Ways of Travelling	<p><b>Action 15:</b> Cycling will be encouraged as a mode for other purposes so that by 2020 10% of all our trips will be by bike. We will publish and implement a National Cycle Policy Framework to give effect to this vision. Among the issues it will address will be:</p> <ul style="list-style-type: none"> <li>- The creation of traffic-free urban centres to facilitate cycling</li> <li>- Investment in a national cycle network with urban networks given priority</li> <li>- Cycle training for schoolchildren</li> <li>- Integration of cycling with other transport modes,</li> <li>- e.g. carriage of bicycles on public transport.</li> </ul>
	Chapter 5: Actions to Deliver Alternative Ways of Travelling	<p><b>Action 16:</b> The Government is committed to creating a culture of walking in Ireland. In that context, there is strong convergence between walking as a tourism asset and walking as recreational activity for local residents. This in turn complements a culture of walking as a mode of everyday transport, by encouraging people to walk as a matter of routine.</p>
	Chapter 5: Actions to Deliver Alternative Ways of Travelling	<p><b>Action 17:</b> Many State properties are used for recreation and leisure. We will ensure that, where feasible, areas of State-owned lands such as canal towpaths, former rail lines, Coillte estates, etc. are made available for the development of walking and cycling trails.</p>

### 3.2 Amenity Review

A review of other comparable amenity projects in Ireland was carried out to gather information on what could be considered for the proposed development. Information was also gathered on the current approach in terms of car parking, road crossings, other facilities etc. A summary of findings is provided in Table 3.2.

*Table 3.2: Other Amenity Projects in Ireland*

Development	Trails	Walking / Cycling	Car Parking	Facilities
<b>Sliabh Bawn Wind Farm</b>	<ul style="list-style-type: none"> <li>• Trim Trail: 2.9km</li> <li>• Yellow Loop Walk: 6.5km</li> <li>• Orange Loop Walk: 3.9km</li> <li>• Monastery Trail: 2.7km</li> <li>• Heritage Trail: 4.2km</li> <li>• Equestrian Trail: 8km</li> </ul>	<p>Trails are suitable for walking and cycling.</p> <p>There is also an equestrian trail for horse riding.</p>	2 No. Car Parks are provided with parking for circa 15- 20 cars.	<ul style="list-style-type: none"> <li>• Picnic Tables;</li> <li>• Viewing Platforms; and</li> <li>• Interpretative Signs.</li> </ul>
<b>Mountlucas Wind Farm</b>	<ul style="list-style-type: none"> <li>• 10km Walkway and Trim Trail</li> <li>• The trim trail comprises outdoor exercise equipment located along the 10km route.</li> </ul>	Trail is suitable for walking and cycling.	2 No car parks with parking for circa. 40 cars in total.	<ul style="list-style-type: none"> <li>• A visitor centre with interactive display, Interpretative signs, picnic area; and toilet facilities is co-located on-site and is open to the public/ groups via appointment.</li> </ul>
<b>Galway Wind Park</b>	<ul style="list-style-type: none"> <li>• Connemara View Loop: 4.5km</li> <li>• Split Rock Trail: 200m</li> <li>• Turbine Trail Loop: 5 km</li> <li>• Seecon Lough Path: 10km</li> <li>• Peak Ridge Path: 5.5km</li> <li>• Forest Cycleway: 21km</li> </ul>	<p>Trails are suitable for walking and cycling.</p> <p>All trails are looped trails except for the Split Rock Trail.</p>	3 No car parks all located off the L1311 local road.	<ul style="list-style-type: none"> <li>• Split Rock Trail is a paved trail and is wheelchair accessible.</li> </ul>
<b>Proposed Derryadd Wind Farm</b>	<ul style="list-style-type: none"> <li>• 18km of trails along the internal wind farm road infrastructure including 6.5km of additional dedicated trackway to provide access into the site from Lanesborough, the Royal Canal, the Corlea Trackway and local roads.</li> </ul>	<p>Trails will be suitable for walking and cycling with some areas dedicated for walking only.</p> <p>An underpass of the N63 using an existing disused Bord na Móna railway underpass is proposed.</p>	2 No. car parks to be provided with parking for circa 15 vehicles at each location.	<ul style="list-style-type: none"> <li>• Dedicated connectivity provided from the site to external amenities and local roads.</li> <li>• Use of disused Bord na Móna railway underpass to ensure users do not have to</li> </ul>

Development	Trails	Walking / Cycling	Car Parking	Facilities
				cross a National Road.
<b>Lough Boora Discovery Park</b>	<ul style="list-style-type: none"> <li>• Sculpture Park Route: 3.3km</li> <li>• Finnamore Lakes Route: 11.7km</li> <li>• Mesolithic Route: 9.3km</li> <li>• Farmland Route: 6km</li> <li>• Turraun Cycle Route: 15.8km</li> </ul>	<p>Trails are suitable for walking and cycling except for the Finnamore Lakes route which is for walking only.</p> <p>All trails are looped and all except for Turraun are off road routes.</p>	Large car park provided with parking for circa. 130 cars.	<ul style="list-style-type: none"> <li>• Visitor Centre;</li> <li>• Bike Rental;</li> <li>• Coffee Shop;</li> <li>• Toilet facilities;</li> <li>• Picnic Area;</li> <li>• Bird Hides; and</li> <li>• Angling/Fishing.</li> </ul>
<b>Ring of Gullion (Slieve Gullion and Camlough Forest Parks)</b>	<ul style="list-style-type: none"> <li>• Creggan Route: c. 15km</li> <li>• Forkhill Route: c. 9.5km</li> <li>• Ballykeel Route: c. 13km</li> <li>• Slieve Gullion Route: c. 15km</li> <li>• Camlough Route: c. 11km</li> <li>• Annahaia Route: c. 2km</li> <li>• Ring of Gullion: c. 58km</li> </ul>	<p>Walks are a mixture of off road routes and routes on minor roads and country paths.</p> <p>On-road cycle routes are also included.</p>	15 No. car parks are provided at various locations in the region to facilitate access to the walking routes.	<ul style="list-style-type: none"> <li>• Visitors Information Centre;</li> <li>• Forest Park;</li> <li>• Adventure playpark and Giants Liar;</li> <li>• Café;</li> <li>• Toilet Facilities.</li> </ul>
<b>Great Western Greenway</b>	<ul style="list-style-type: none"> <li>• Westport to Newport: 13km</li> <li>• Newport to Mulranny: 18km</li> <li>• Mulranny to Achill Sound: 11km</li> </ul>	<p>Trails are suitable for walking and cycling and are all off-road. They are not looped trails.</p> <p>Trails are c. 3m - 4m in width and have a quarry dust finish.</p> <p>This trail includes a crossing of the N59 National Road between Newport and Mulranny.</p>	Parking available adjacent to some access points in Westport, Newport, Mulranny and Achill. Also, parking available at Bike hire facilities.	<ul style="list-style-type: none"> <li>• No dedicated toilets/cafes etc. provided but such facilities are available at privately owned bars/restaurants along the route and in the main settlements of Westport, Newport, Mulranny and Achill.</li> <li>• Bike rental is available in Westport, Newport, Mulranny and Achill.</li> </ul>

In general, the walking and cycle routes available at wind farm sites are generally looped routes which are contained within the development site itself and do not extend onto local roads or offer connectivity to other external facilities/amenities with the exception of Derryadd Wind Farm which is discussed in the following section. The trails/routes also tend to utilise the internal road infrastructure between turbines rather than purpose built amenity trails. Parking facilities are provided at all of the wind farm sites outlined in Table 3.2.

Proposals for Derryadd Wind Farm, include additional dedicated trackways to provide for connectivity to off-site amenities namely the Royal Canal, the Corlea Trackway and Lanesborough town in addition to local roads in the area. It is considered that this enhanced approach will encourage users of the facilities to spend longer in the area and increase tourism potential by triggering the development of future connectivity to other sites in the wider region.

Outside of the wind farm sites, the other walkway/cycleways referenced in Table 3.2 have evolved as viable tourist destinations in themselves and include additional facilities such as cafés, toilet facilities, playgrounds etc. It is possible that wind farm sites could evolve in such a manner in time, depending on demand for such facilities.

### 3.3 Consultation

Consultation was carried out with internal departments in Bord na Móna; namely the ecology team with regard to ecological constraints and/or features of interest, and the land and property team with regard to land title issues. The bog manager for Clongawny and Drinagh was also consulted with respect to current operations at the bogs, and use of railway lines, machine passes, access points etc.

In addition, Tom Egan (Boora Discovery Park) was consulted with respect to his local knowledge and experience at Boora Discovery Park and his longer-term objectives for amenity connectivity through Bord na Móna lands.

Members of the public were informed of the intention to develop an amenity plan for the proposed development during two rounds of Community Information Sessions that were held as part of the project. Feedback sheets were circulated both during and following the information sessions and residents were encouraged to send in their ideas for consideration. The proposed amenity layout was also circulated by the CLO to all residents within 2km of a proposed turbine for information/comment in November 2019.

A summary of the information gathered during the consultation phase is outlined in Table 3.3

*Table 3.3: Summary of findings from Consultations*

Stakeholder	Comments
<b>Bord na Móna - Ecology Team</b>	<ul style="list-style-type: none"> <li>There are a number of sites of biodiversity interest that could be integrated into an amenity walkway at the Proposed Derrinlough Windfarm site namely:               <ul style="list-style-type: none"> <li>Native woodlands;</li> <li>Wetland sites; and</li> <li>Lake Area.</li> </ul> </li> <li>Consideration would need to be given to how this could be achieved while also preserving the integrity of these features.</li> </ul>
<b>Bord na Móna - Land and Property</b>	<ul style="list-style-type: none"> <li>The incorporation of amenity proposals do not give rise to any issues from a land and property perspective.</li> </ul>
<b>Boora Discovery Park</b>	<ul style="list-style-type: none"> <li>Connectivity with Boora Discovery Park via Derrybrat is feasible.</li> <li>Wider ambition to connect Boora with Noggus Bog to the north and onwards towards the Grand Canal to ultimately provide connectivity between Ferbane and Boora.</li> </ul>
<b>Bog Manager</b>	<ul style="list-style-type: none"> <li>Rail line from Drinagh North across central Drinagh is a main line for supply of peat to the Briquette Factory and cannot be restricted in the short term. Rail lines in Clongawny are also active railways. There are some lines that are</li> </ul>

Stakeholder	Comments
	<p>not in use any more and could be considered for trackways as the proposals evolve.</p> <ul style="list-style-type: none"> <li>• Crossings across rail lines are feasible but trackways running alongside rail lines might present health and safety issues.</li> <li>• Extraction will continue for the foreseeable future on both bogs and future plans would need to be cognisant that these are active working sites.</li> </ul>
<b>Community Information Sessions</b>	<ul style="list-style-type: none"> <li>• The public are keen to see cycling and walking trails provided at the site and had the following suggestions: <ul style="list-style-type: none"> <li>○ Focus on Biodiversity and Cultural Heritage of the area.</li> <li>○ Offer something different to Boora.</li> <li>○ Provision of local access.</li> <li>○ Potential for connectivity with Boora Discovery Park.</li> </ul> </li> </ul>

### 3.4 Site Visits

A walkover of both the Clongawny and Drinagh bogs was carried out to identify and assess future potential access points/connection points. The assessment comprised the following:

- Identification of existing connections, machine pass routes and site access points on both bogs.
- Identification of potential/existing crossing points (e.g. across Silver River) or potential interaction points (e.g. between existing railway lines and future amenity routes) were identified.
- Identification of features of interest within the proposed development site.
- Identification of areas where topographical surveys were required in order to facilitate any amenity related design required for the planning application.

### 3.5 Establish the Baseline

A review of the surrounding local area was carried out to establish the existing amenities and features of interest in the vicinity of the proposed development site. These facilities were mapped with a view to identifying potential future amenity connections (refer to Figure Reference: BNM-PG-NB-04-24 attached in Appendix A).

## 4 Amenity Plan Proposal

Once the policy context and baseline were established and the consultation process underway, potential amenity routes and external links were identified and mapped for broader discussion with the project team and relevant stakeholders. As outlined previously, this included proposals for inclusion as part of the planning application for the proposed wind farm in addition to potential future linkages that could be facilitated through Bord na Móra lands in the future. These proposals and potential future linkages are depicted in Figure Reference BNM-PG-NB-04-25 (Appendix A) and summarised in Table 4.1.

As outlined in Section 2 the potential linkages that could be facilitated through Bord na Móra lands in the future will not be included as part of the planning application. They would be a standalone deliverable and are only included to document what could be achieved/leveraged in the future.

**Table 4.1: Amenity Proposals for Derrinlough Wind Farm including additional Potential Future Linkages**

Proposed as part of Derrinlough Wind Farm Development	Future Potential Connectivity <sup>Note 1</sup>
<p>The amenity proposals included as part of the proposed development consist of looped pathways for walking and cycling on Clongawny and Drinagh Bogs. It is intended that these pathways will be developed on the internal wind farm road infrastructure.</p> <p>In addition, the following dedicated additional amenity links from the internal wind farm road infrastructure to local/regional roads are proposed:</p> <ul style="list-style-type: none"> <li>• Link to R437 allowing greater access through Drinagh and Derrybrat.</li> <li>• Link from the R357 and L7009 providing connectivity to the local Stonestown and wider Claghan area.</li> <li>• Link to the L7005 providing connectivity to the Drinagh area.</li> <li>• Link to the site boundary in Clongawny West.</li> <li>• Link to the site boundary in south west Drinagh.</li> </ul>	<p>The future potential links that could be developed (as depicted on Figure Ref. BNM-PG-NB-04-25) include the following:</p> <ul style="list-style-type: none"> <li>• Link 1 would facilitate future connectivity to the R438 Regional Road from which Banagher and Shannon Harbour could be accessed.</li> <li>• Link 2 would facilitate future potential connectivity from the proposed development to a proposed local amenity walkway in Whigsborough.</li> <li>• Link 3 would provide future potential connectivity through Noggus bog and onward to the Canal.</li> <li>• Link 4 would open up potential future connectivity to the wide range of walkways and trails at Lough Boora Discovery Park.</li> </ul>

**Note 1:** These links could be facilitated through Bord na Móra lands in the future and are not included as part of the planning application.

It is proposed that the internal network of wind farm access roads, selected for amenity use, will be re-purposed following construction, and finished with a 50mm surface of quarry dust to form the amenity pathways.














The proposed additional links which will facilitate connectivity to the internal network will be circa. 3m wide and will have a 50mm quarry dust finish.

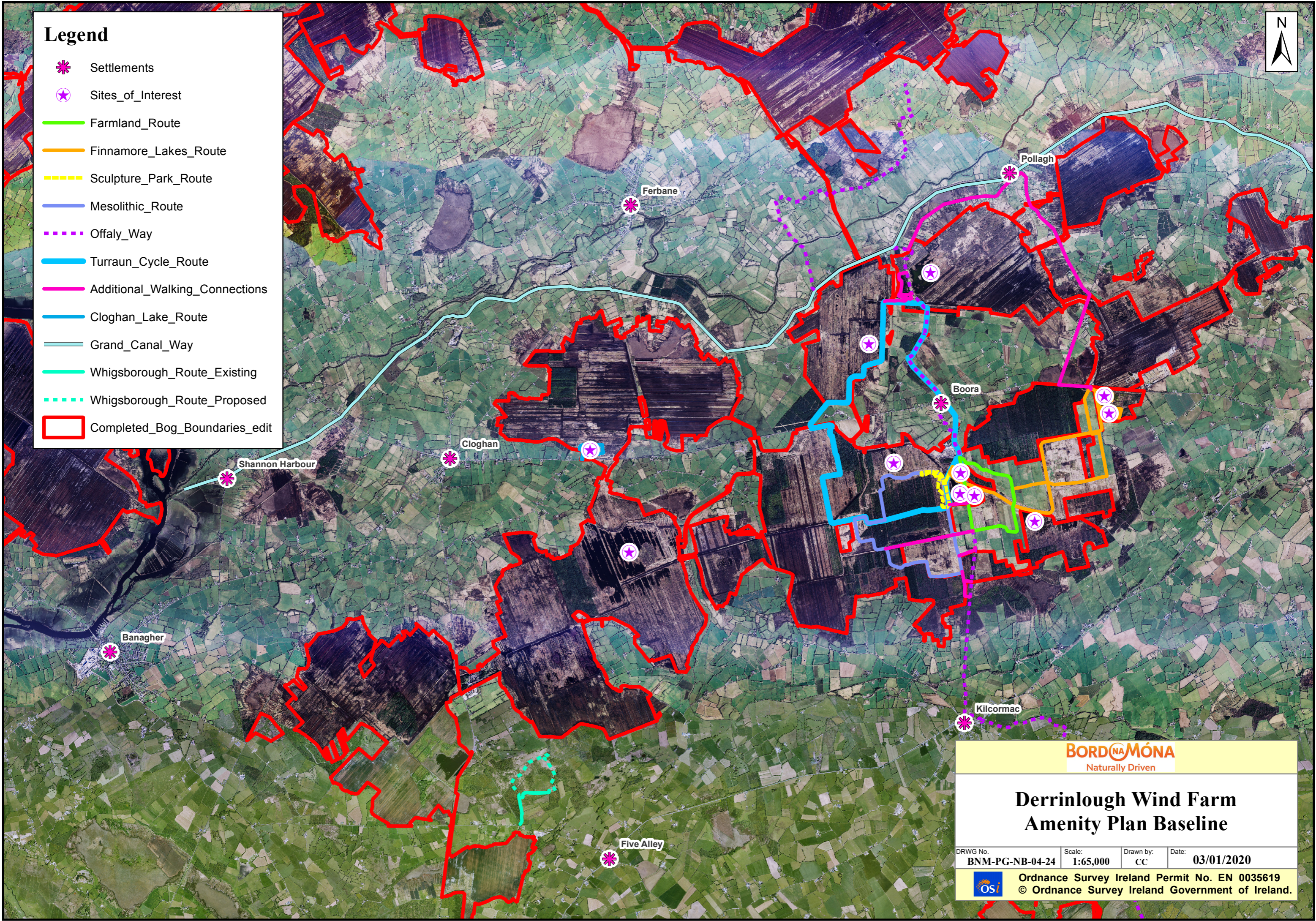
In addition, a new public car park, with capacity for 15 vehicles, will be provided for recreational use. The car park will be located adjacent to the proposed access off the R357 as depicted on Figure Ref. BNM-PG-NB-04-25 (Appendix A).

Appropriate signage and safety interventions at traffic, rail or river interfaces will also be provided as required.

# APPENDIX A


# Legend

-  Settlements
-  Sites\_of\_Interest
-  Farmland\_Route
-  Fynamore\_Lakes\_Route
-  Sculpture\_Park\_Route
-  Mesolithic\_Route
-  Offaly\_Way
-  Turraun\_Cycle\_Route
-  Additional\_Walking\_Connections
-  Cloghan\_Lake\_Route
-  Grand\_Canal\_Way
-  Whigsborough\_Route\_Existing
-  Whigsborough\_Route\_Proposed
-  Completed\_Bog\_Boundaries\_edit











**BORD NA MÓNA**  
Naturally Driven

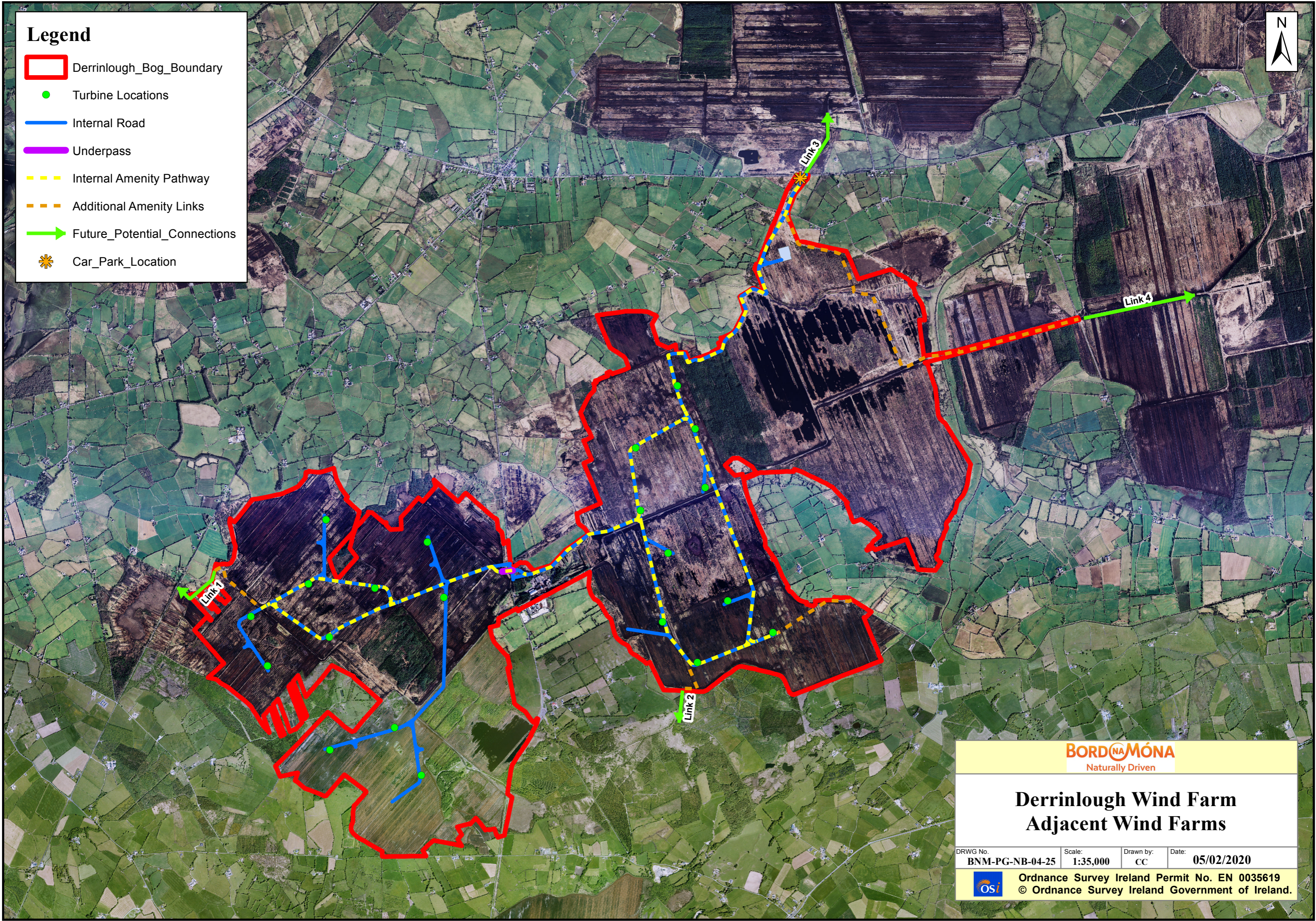
## Derrinlough Wind Farm Amenity Plan Baseline

DRWG No. <b>BNM-PG-NB-04-24</b>	Scale: <b>1:65,000</b>	Drawn by: <b>CC</b>	Date: <b>03/01/2020</b>
 Ordnance Survey Ireland Permit No. EN 0035619 © Ordnance Survey Ireland Government of Ireland.			




# Legend

-  Derrinlough\_Bog\_Boundary
-  Turbine Locations
-  Internal Road
-  Underpass
-  Internal Amenity Pathway
-  Additional Amenity Links
-  Future\_Potential\_Connections
-  Car\_Park\_Location



**BORD na MÓNA**  
Naturally Driven

## Derrinlough Wind Farm Adjacent Wind Farms

DRWG No.	Scale:	Drawn by:	Date:
BNM-PG-NB-04-25	1:35,000	CC	05/02/2020
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