



**Limerick**  
**Chamber**  
Advancing business together

# **Revised Draft Southern Regional Spatial and Economic Strategy**

Limerick Chamber Submission

11<sup>th</sup> October 2019

## **Introduction**

Limerick Chamber welcomes the opportunity to respond to the proposed draft RSES amendments. At the outset we would like to acknowledge the significant amount of work that has been done by the Regional Assembly in addressing the recommendations that we put forward in our original submission to the Draft RSES. The proposed amendments in relation to the need for a collaborative multi-city approach are particularly welcome. The Directors Report has noted a number of important edits that have not been included as material amendments and we would like to stress the importance of these edits being reflected in the final draft.

### Amendment 4

We welcome the acknowledgement of the need for a collaborative approach between the Metropolitan Areas of Cork, Limerick/Shannon, and Waterford (together with Galway). The reference to the M24 in the RPO however is inappropriate in this amendment. It is not related to the core point which is collaboration. We feel strongly that a reference to any specific road in this amendment is a distraction and therefore should be removed. We recommend replacing “M24” with “key road infrastructure”.

### Amendment 7

The six towns of Kilkenny City, Ennis, Carlow, Tralee, Wexford and Clonmel are complementary to the key cities of Cork, Limerick, Waterford (and Galway). The proposed wording of this section is however contradictory as it promotes these towns as “major centres for delivery of public services, with large hospitals, third level education, courts, local authority, government and other functions as well as economic and business roles and higher order retail functions. These Key Towns function as self-sustaining regional drivers and have a comparable structure to the five regional growth centres identified in the NPF”. We recommend that this section is re-written to promote a symbiotic relationship between the towns and cities.

### Amendment 65

We recommend that point d is edited as follows: “Support strategic route development for airports outside of Dublin (such as Public Service Obligations) and support extension of Regional Airports Programme **to airports with passengers of less than 3 million**”.

### Amendment 66

Some key employment locations do not currently have adequate public transport service and as such we recommend the following edit:

“**Where practicable**, all non-residential development proposals shall be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift”

### Amendment 124

#### *Comment 1*

“Implementation of improved public realm, walking and cycling routes and facilities”

The above should be a necessary condition for achieving a vibrant liveable city and as such should not be included under the title “(b) Other transport measures for consideration, across the wider Mid-West area, **may include the following**”

#### *Comment 2*

We recommend that the following point is edited to include a reference to Shannon Airport and LIT’s campuses:

“Improved sustainable transport links between the city centre, University of Limerick and the National Technology Park”.

### Additional Observations

- The need for direct bus transport connectivity to/from Shannon Airport from Galway and Cork should be emphasised to a greater extent in the document
- M20 Limerick to Cork scheme should be included in the Cork MASP