



Tionól Réigiúnach an Deiscirt
Southern Regional Assembly

*Proposed
Material Amendments to
the Draft Regional Spatial
and Economic Strategy*
for the Southern Region



Tionscadal Éireann
Project Ireland
2040

FIRETRAP
185.7002-01 0093

Introduction to the RSES

The Southern Regional Assembly is responsible for preparing and adopting a Regional Spatial and Economic Strategy (RSES) for the Southern Region. A Draft RSES was published for public consultation from December 2018 until March 2019 and the Assembly have agreed to adopt the RSES subject to Proposed Material Amendments. The Assembly is now seeking views regarding the Proposed Material Amendments before deciding whether to include these Proposed Material Amendments, with or without further non-material amendments.

What is the RSES?

The RSES is a statutory strategy document which sets out a 12-year strategic development framework for the Southern Region, with chapters dealing with the Economy, Environment, Connectivity, Quality of Life and Infrastructure. It establishes a broad long-term framework for the way in which our society, environment, economy and the use of land should evolve. The RSES identifies the overall framework for development including Metropolitan Area Strategic Plans (MASPs) for the Cork, Limerick & Shannon and Waterford metropolitan areas, Key Towns, smaller towns, villages and rural areas.

The overarching purpose of the RSES is to support the programme for change set out in Project Ireland 2040 and the National Planning Framework (NPF), National Development Plan (NDP), Government Economic policies and to ensure coordination of planning and development policy matters through the Development Plan and Local Enterprise and Community Plan (LECP) processes. On adoption, the RSES replaces the Regional Planning Guidelines for the Mid-West, the South-East and South-West. The Planning and Development Act 2016 provides a mechanism for updating Development Plans to ensure alignment with RSES and NPF provisions.

The Process

Pre-draft consultation commenced on 27 November 2017 with the publication of an issues paper. Consultation concluded on 16th February 2018 coinciding with the publication of the NPF and NDP and 96 submissions were received. A series of consultations were undertaken including Stakeholder Workshops, Councillor Workshops, Technical Working Groups, consultation with constituent Local Authorities, Government Departments, Stakeholders, and the Senior Officers Advisory Group (SOAG) which informed the formulation of the Draft RSES.

An important component has been the ongoing statutory environmental assessment process through the Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) which informed the drafting of the RSES and involves the preparation of the SEA Report, Regional Flood Risk Appraisal Report and Natura Impact Report (to inform the Appropriate Assessment).

Working Draft Copies of the RSES were issued to Local Authorities for comment in August, September, October and November 2018 and the Regional Assembly considered proposed amendments at its meeting in October 2018. At the meeting of the Assembly on 9th November 2018, the Members approved the Draft RSES for public consultation which included 32 amendments.

The Draft RSES (and associated Environmental Reports) were made available for public consultation from 18th December 2018 until 8th March 2019. During this time, the Regional Assembly engaged in extensive consultation, including online, local media, public meetings and events, to ensure full access to and engagement with a wide variety of organisations, sectors and citizens. A total of 205 submissions were received. Copies of the submissions are available for viewing at www.southernassembly.ie.

At the meeting of 10 May 2019, the Regional Assembly considered; the draft RSES, associated Environmental Reports, submissions from the public, the Directors Report on the submissions, 94 motions for proposed amendments submitted by members and the Directors Response to these

motions. The Assembly agreed to adopt the RSES subject to amendments. It was deemed that a number of amendments were material and as such, would require further public display period in accordance with the requirements of section 24(8) of the Planning and Development Acts 2000-2018 and it was determined that SEA and AA were required in relation to these amendments.

The Proposed Material Amendments include items which may be likely to have a significant effect on the environment or adversely affect the integrity of a European site, including new RPO's or changes to RPO's, changes to the strategy or significant or material changes to text that would be of public interest.

Subsequent to the May meeting an Environmental Report has been prepared to supplement the SEA Environmental Report; Regional Flood Risk Appraisal Report; and Natura Impact Report following examination of the environmental consequences of the proposed material amendments. These documents are published along with the Proposed Material Amendments.

How to read this report

A copy of the Proposed Material Amendments, and the associated Environmental Assessment Reports are now placed on public display and these documents may be inspected at the following locations:

- Southern Regional Assembly, Assembly House, O Connell Street, Waterford X91 F8PC during normal office hours.
- The Planning Counter in all of the 10 constituent local authorities of the Southern Regional Assembly, please check locally with your Council regarding opening hours.
- Online at www.southernassembly.ie

The Proposed Material Amendments are numbered and are set out in sequential order following the layout as they appear in the Draft RSES and should be read in conjunction with the draft RSES (available at www.southernassembly.ie).

The document identifies the section to which the Proposed Material Amendment is proposed; the Reference Number of the Proposed Material Amendment and a Description. The Proposed Material Amendments are colour coded:

- Green font - provides explanation regarding the Proposed Material Amendment within the section
- Red Font - new text
- Blue Font – amended text
- Existing text remains in black

The following documents are also published online:

- Submissions received in relation to the Draft RSES.
- The Director's Report (and Addendum) prepared in relation to submissions received to the Draft RSES consultation,
- Minutes of Meeting from the 10th May 2019,
- Summary of Existing Regional Planning Objectives and Proposed Amendments, and
- The Draft RSES published in December 2018

How to Respond

Submissions or observations on the proposed material amendments or associated environmental reports can be made in writing from **12th September 2019 and 11th October 2019** (both dates inclusive) through one of the following means:

- **Online:** www.southernassembly.ie/regional-planning/public-consultation
- **Email:** rse@southernassembly.ie
- **Mail:** RSES Material Amendment Submissions, Southern Regional Assembly, Assembly House, O Connell Street, Waterford X91 F8PC.

Please make your submission in **one medium only**.

All submissions must include the following:

- Your name and details of any organisation, community group or company you represent.
- An address for correspondence.
- Your submission in relation to the proposed material amendment or associated environmental reports. Please include the proposed amendment reference number as shown in this document

The Regional Assembly will consider all relevant submissions made in writing within the stated period before adopting the Regional Spatial and Economic Strategy. Relevant submissions relate to proposed material amendments or associated environmental reports – other matters will not be considered. Receipt of submission will be acknowledged however it will not be possible to issue individual responses. Submissions may be published on our website and are subject to Freedom of Information.

Next Stages

Following the public consultation period, the members of the Regional Assembly will consider the submissions made and decide to make the regional spatial and economic strategy with or without the proposed material amendments and with or without further non-material amendments.

Table of Contents – Proposed Material Amendments by Chapter & Section

Chapter 1 Introduction	5
1.3 Regional Profile.....	5
Chapter 2 Strategic Vision	5
Chapter 3 People and Places	7
3.3 A Tailored Approach	7
3.4 Cities- Metropolitan Areas	7
3.5 Key Towns.....	9
3.6 Towns and Villages	19
3.7 Rural Areas	20
3.8 Networks	20
3.9 Placemaking.....	22
3.11 Regeneration	22
Chapter 4 A Strong Economy – Innovative & Smart.....	25
4.4 Our Region’s Economic Engines	25
4.5 Rural Development.....	26
4.6 Portfolio Approach – Sector Development Opportunities	26
4.7 Place-Making for Enterprise Development	27
4.9 Marine and Coastal Assets	27
Chapter 5 Environment.....	29
5.1 Resource Efficiency and Transition to a Low Carbon Economy	29
5.2 Protecting Conserving and Enhancing our Natural Capital	32
5.3 Creating a Clean Environment for a Healthy Society	33
Chapter 6 Connectivity.....	34
6.2 Digital Connectivity.....	34
6.3.4 High Quality International Connectivity	36
6.3.5 Regional Policy Objectives for the Integration of Transport Planning with Spatial Planning Policies	40
6.3.6 Transport Investment Priorities	42
Chapter 7 Quality of Life	52
7.1 Regional Quality of Life.....	52
7.2 Cultural Heritage and the Arts.....	55
7.3 Environmental and Built Heritage	57
Chapter 8 Water and Energy Utilities.....	58
8.1 Sustainable Management of Water Supply.....	58
8.3 Gas Networks	59
Chapter 9 Implementation, Monitoring & Evaluation	60

9.3	Implementation.....	60
9.4	Monitoring & Reporting	61
Cork Metropolitan Area Strategic Plan.....		62
1.3	Context of other Strategic Planning Initiatives.....	62
1.4	Cork City: The Heart of the Metropolitan Area and Region	63
1.7	Cork Metropolitan Area Strategic Plan and the Wider Region	64
3.0	National Enablers	65
4.1	Distribution of Growth Based on Integrated Land Use and Transportation	65
6.2	Cork Metropolitan Area Strengths in Attracting Investment.....	70
6.3	Distribution of Employment Growth.....	71
6.4	Role of Tier 1 Port of Cork	71
6.5	Role of Cork International Airport.....	72
6.6	Role of Tourism.....	73
7.0	Environment	74
8.0	Social Infrastructure	75
Limerick Shannon Metropolitan Area Strategic Plan.....		77
1.2	Spatial Definition	77
1.3	Limerick City	79
1.4	Shannon.....	80
4.1	Transportation.....	80
4.2	Population Projections	83
5.0	Housing and Regeneration	85
6.2	Employment Generation	85
6.5	Shannon Foynes Port.....	87
6.6	Retail.....	88
6.7	Strong Education Assets and Availability of Talent	88
6.8	Tourism.....	88
Waterford Metropolitan Area Strategic Plan.....		89
1.6	The Waterford Metropolitan Area and the Wider Region	90
4.1	Sustainable Mobility	91
4.2	Improved Regional Connectivity To/From Waterford.....	91
4.3	Population Projections	94
5.0	Housing and Regeneration	96
6.0	Employment and Enterprise.....	97
6.5	Tourism and Retail.....	97
8.2	Social Infrastructure	98
8.3	Working for Social Cohesion and Diversity across the Metropolitan Area	98

Chapter 1 Introduction

1.3 Regional Profile

MATERIAL AMENDMENT 1

EXPLANATORY NOTE:

The proposed amendments to **RPO 1: Environmental Assessment** are to strengthen the focus on environmental assessment and emphasise the requirements for environmental assessment and protection of European Sites in the consideration of plans and programmes undertaken in association with implementation of RSES policy objectives.

It is proposed to amend **RPO 1: Environmental Assessment** in *Section 1.3: Regional Profile* as follows:

- a. Any reference to support for all plans, projects, activities and development in the Draft RSES should be considered to refer to ‘environmentally sustainable development’ that has no adverse effects on the integrity of European sites and no net loss of biodiversity, that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints such as landscape, cultural heritage, the protection of water quality, flood risks and biodiversity as a minimum), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate
- b. The RSES seeks to protect the Natura 2000 Network in the Southern Region.
- c. RSES support for other plans/programmes (and initiatives arising) is on the basis of appropriate SEA, SFRA, EIA and AA processes being undertaken in order to ensure the avoidance of adverse effects on European Sites and ensure implementation of mitigation measures where required.
- d. Development Plans shall include an objective for the protection of European sites and Natural Heritage Areas (designated and notified proposed NHAs)

Chapter 2 Strategic Vision

MATERIAL AMENDMENT 2

EXPLANATORY NOTE:

The proposed amendment is to set out the urgency of the need for climate action at the core of the Strategic Vision for the region and to state the Regional Assembly’s commitment to lead on Actions to address climate as a priority for the RSES.

It is proposed to insert additional text in Chapter 2 as follows:

Climate Change represents the most serious threat to human life and the environment. If action is not taken on a global scale, the consequences are that global warming will continue and will change weather patterns, cause sea levels to rise, threatening the future of entire nations and posing wider risks in terms of degradation of biodiversity and threatening the planet’s ability to provide adequate food and shelter for the human population.

Ireland and the EU are signatories to the **Paris Agreement**, a legally binding international agreement to restrict global temperature rises to well below 2°C above pre-industrial levels and with the aim to limit the increase to 1.5°C, since this would significantly reduce risks and the impacts of climate change. Ireland’s international commitments on the climate also

extend to the Un Sustainable Development Goals and, in particular, SDG 13 to '*take action to combat climate change and its impacts.*'

The international and EU commitments to climate action are enacted in Ireland through the *Climate Action and Low Carbon Development Act, 2015*, which provides the statutory framework to pursue decarbonisation by 2050. The legal commitments will be now augmented and driven by the Government's *Climate Action Plan 2019 – To Tackle Climate Breakdown*¹ to integrate effective Climate Action measures into national policies backed by the Climate Action Fund.

The Southern Regional Assembly will support implementation of the Government's Climate Action Plan 2019 – and the RSES has identified three **Priority Areas for Action** to bring about a **Transition to a Low Carbon Economy and Society**:

- **Decarbonisation,**
- **Resource Efficiency** and
- **Climate Resilience** i.e. how we adapt to climate change or reduce harmful impacts on people, infrastructure and property and the natural environment.

All of the global risks of climate change are risks to the Region where the extensive coastline and island communities are exposed to future changes in sea levels. The Southern Regional Assembly is committed under the National Mitigation Plan¹ to lead a regional response as part of its statutory planning role through the RSES - to put in place a high-level regional strategy for **Transition to a Low Carbon Economy and Society across all sectors.**

Action on climate change will be achieved through implementation of RSES across all areas of the Strategy, and in all economic sectors, where the combined effort of all Local Authorities and their local communities, Government Departments and State Agencies will be required to implement objectives for Compact Growth, Sustainable Travel and Place-Making to reduce travel demand between residential areas and centres of employment, education and commerce.

Existing targets for reduction of emissions across different sectors will be further developed including key targets for 55% movement by sustainable transport modes and will be followed up by robust implementation of time-bound and measurable objectives on climate action for the region.

Once adopted, the implementation structures can be established to pursue the objectives identified in the RSES – including the **Priority Areas for Action.**

¹ Action 18 Community engagement, participation and acceptance, spatial planning and regulation.

Chapter 3 People and Places

3.3 A Tailored Approach

MATERIAL AMENDMENT 3

EXPLANATORY NOTE:

The proposed **new RPO** is to provide a commitment at regional level (and appropriate policies at local authority level) that the RSES supports People and Places throughout the region, that the RSES sets a policy framework for all locations and communities (the Cities and Metropolitan Areas, Key Towns in the region, smaller towns, villages and rural areas) and that the policies of RSES will support sustainable economic futures for all communities and places

It is proposed to insert a **new RPO** in *Section 3.3 A Tailored Approach* to strengthen RSES focus and support for all locations and communities, especially our towns, villages and rural areas, as follows:

New RPO A: Planning for Diverse Areas

The RSES recognises the strategic role played by all areas, urban and rural, in achieving the targets and objectives of the NPF and RSES. Support for sustainable growth of all communities, urban and rural, are supported by the RSES. A strategy is pursued that builds on cities and metropolitan areas as engines of growth and seeks in parallel to re-position the region's strong network of towns, villages and diverse rural areas in an economically resilient, imaginative and smart manner to create a sustainable competitive advantage for the region.

3.4 Cities- Metropolitan Areas

MATERIAL AMENDMENT 4

EXPLANATORY NOTE:

The proposed **new RPO** is a statement of a key regional strategy to build partnership and collaborative approach between Cities and Metropolitan Areas so as to emphasise their combined strengths and potential and to support the development of these Cities as an effective counter-balance to Dublin.

It is proposed to insert a **new RPO** in *Section 3.4 Cities - Metropolitan Areas* as follows:

New RPO B: Collaboration between Metropolitan Areas

It is an objective to establish a collaborative approach between Metropolitan Areas of Cork, Limerick/Shannon, and Waterford (together with Galway): that they lead in partnership with each other to harness their combined potential as viable alternatives to Dublin. The Southern Region's Metropolitan Areas should be prioritised for focused and long-term investment as the region's most significant economic engines to ensure regional parity (together with Galway) and to act as an effective counter-balance to the unbalanced growth of Dublin. Central to the success of this collaborative approach is the early delivery of the M24.

MATERIAL AMENDMENT 5

EXPLANATORY NOTE:

The proposed amendments to **RPO 8: Compact Growth in Metropolitan Areas** includes additional measures to support compact growth, urban regeneration and achieve population growth targets in metropolitan areas.

It is proposed to make amendments to **RPO 8: Compact Growth in Metropolitan Areas** in *Section 3.4: Cities - Metropolitan Areas* as follows:

a. The prioritisation of housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.

b. The identification of strategic initiatives in Local Authority Core Strategies for the MASP areas, which will achieve the compact growth targets on brownfield and infill sites at a minimum and achieve the growth targets identified in each MASP. Such strategic initiatives shall comply with MASP Goals to evolve innovative approaches for all MASPs. Initiatives may include:

- Support the creation and role of Active Land Management Units with a remit to focus on the Metropolitan Areas and compact growth targets.
- Partnership with the Land Development Agency to progress housing and employment delivery in city and town centres, focusing on co-ordinating and developing large, strategically located publicly owned land banks, reducing vacancy and increasing regeneration of key sites.
- Support the role of the Local Authority as a development agency to kick start regeneration processes.
- [Initiatives that facilitate the regeneration of derelict buildings and vacant sites for the provision of high-quality affordable housing.](#)
- [Strategic land reserve initiatives](#)
- Deliver design briefs for strategic sites.
- Seek design competitions for key strategic sites that deliver greater density, mixed uses where appropriate, sustainable design, smart technology, green infrastructure and public gain through good design.
- Active land management within areas designated as site specific regeneration areas under the Urban Regeneration and Housing Act 2015 and other locations in need of renewal, including the use of site briefs and masterplans for a design led approach to renewal.
- The identification of [Transformational Areas public realm and site regeneration initiatives](#) which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade of parks, streetscapes and public realm areas.
- Creation of continually updated data bases identifying brownfield, infill sites, regeneration areas and infrastructure packages to enable progress towards achieving compact growth targets. Through active land management initiatives, identify strategic locations for residential growth responding to the growth targets and achievement of compact growth and employment growth.

3.5 Key Towns

MATERIAL AMENDMENT 6

EXPLANATORY NOTE:

The proposed amendment to **Table 3.2** distinguishes the larger scaled Key Towns in the Southern Region within the settlement typology table. Please note that this proposed amendment only refers to the Key Town part of Table 3.2 in Section 3.3 and are included here as they are associated with text changes to Section 3.5 Key Towns.

It is proposed to amend the **Key Towns section in Table 3.2** in *Section 3.3: A Tailored Approach* as follows:

Table 3.2 – Settlement Typology			
Category	Attributes	Place	Policy Level
Key Towns	<p>Large population scale urban centre functioning as self-sustaining regional drivers.</p> <p>Strategically located urban centres with accessibility and significant influence in a sub-regional context.</p>	<p>Kilkenny Ennis Carlow Tralee Wexford Clonmel</p> <p>Killarney Mallow Nenagh Thurles Newcastle West Clonakilty Dungarvan Gorey</p>	RSES Development Plan

MATERIAL AMENDMENT 7

EXPLANATORY NOTE:

The proposed amendment strengthens the narrative in **Section 3.5: Key Towns** on the important role of Key Towns underpinning the delivery of the RSES as important economic drivers of growth for sub regional and rural areas, in complement to the role of cities and metropolitan areas. Strengthened narrative is also added on the strategic role of the larger scaled regional towns in the region, which are comparable in scale and economic function to regional growth centres identified in the NPF.

It is proposed to insert additional text in **Section 3.5: Key Towns** as follows:

The framework for identifying Key Town is provided in National Policy Objective 9 of the NPF and 14 Key Towns are identified in the RSES based on these criteria reflecting the differing urban structures across the Southern Region and their strategic role and location. ~~The Key Towns reflect the differing urban structures across the Southern Region and are based on their strategic role and location.~~ They play a critical and strategic role in underpinning the strategy and ensure the consolidation and spread of growth beyond the cities to the sub regional level. It is envisaged that the Key Towns will be a focus for significant growth (more than 30%). The nature, scale and phasing of this growth will be

determined by Local Authorities depending on capacity analysis of each town. For some this will result in significant population growth - in others the emphasis may be on growth of services and facilities with more limited growth in population.

~~The NPF highlights the role of employment and states that population only partly explains Ireland's urban structure and where jobs are located. Towns with a critical population mass for example (Kilkenny, Ennis, Carlow, Tralee, Wexford and Clonmel) are important generators of economic activity have a large sphere of influence and have thus been identified as Key Town. Certain large towns and employment centres with a population base of more than 10,000 people or more than 2,500 jobs were considered along with other factors. Other towns were considered in consultation with relevant Local Authorities and have been included as Key Towns based on the role, they can play in strengthening the regions urban structure, geographic location, track record, encouraging population growth in strong employment and service areas and potential for sub-regional interdependencies.~~

Six of the Key Towns have a very significant population scale; Kilkenny City, Ennis, Carlow, Tralee, Wexford and Clonmel. These are 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.** They have considerable scope for growth and it is envisaged that local authorities should plan for population growth more than 30% by 2040.

The large scale Key Towns are complemented by a network of Key Towns; Killarney, Mallow, Nenagh, Thurles, Newcastle West, Clonakilty, Dungarvan and Gorey that will play a significant role in strengthening the regions urban structure, based on their geographic location, track record of performance and delivery, encouraging population growth in strong employment and service areas, potential for sub-regional interdependencies which creates scope for collaboration and complementarily and supporting balanced employment led growth. It is envisaged that local authorities would also plan for significant growth in these Key Towns based on capacity analysis including historic growth levels.

MATERIAL AMENDMENT 8

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 9: Key Towns** by supporting sustainable growth and investment for holistic infrastructure into Key Towns. The amendments provide strengthened support for the role of tourism, retail and mixed services and the role of education and training to address economic blackspots in Key Towns.

It is proposed to make amendments to **RPO 9: Key Towns** in *Section 3.5: Key Towns* as follows:

a. Local Authorities should target growth of 30% for each Key Town subject to capacity analysis including historic growth levels.

~~a~~ b. It is an objective to seek investment in holistic infrastructure inclusive of utilities, transportation, social and community, environmental, climate change adaptation and future proofing infrastructure including Flood Risk management measures and flood defence schemes, recreational, arts and cultural that will deliver sustainable growth in Key Towns subject to the outcome of the planning process and environmental assessments,

~~b~~ c. It is an objective that ~~all Key Towns will be subject to a Local Transport Plan, as per transport objectives provided in Chapter 6.~~ a local transport plan will be prepared for all the key towns, on the basis provided for in RPO 152 Local Transport Plans in Chapter 6

d. It is an objective to support and promote vibrant, culturally-rich and revitalised Key Towns with enhanced social inclusion, sustainable neighbourhoods and a high level of environmental quality to ensure an excellent quality of life for all.

e. It is an objective to support and promote Placemaking in all Key Towns to include public realm regeneration, and urban renewal initiatives and Public Private Partnership approaches for town centre regeneration.

f. It is an objective to seek the sustainable development of tourism facilities that enhance diverse tourism roles for Key Towns and seek investment in services to cater for increased population numbers arising from tourism.

g. It is an objective to support learning, education and training initiatives, economic regeneration initiatives and enterprise facilities to address unemployment blackspots.

h. It is an objective to support initiatives which seek to strengthen and develop niche retail and mixed-use services in town centres.

i. Any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.

j. Local Authorities shall consider the carrying capacity of SACs/SPAs as appropriate to inform the appropriate growth rates for Key Towns

k. Increasing population growth in all Key Towns should be planned on a phased basis in collaboration with Irish Water, and the local authority and other stakeholders to ensure that the assimilative capacity of the receiving environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network.

l. In order meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network, due consideration should be given to the suitability of new and/or existing drinking water sources e.g. hydromorphological pressures.

MATERIAL AMENDMENT 9

EXPLANATORY NOTE:

The proposed amendment to **RPO 10: Tralee** includes additional measures to strengthen Tralee's role as a Key Town

It is proposed to make amendments to **RPO 10: Tralee** in Section 3.5 as follows:

(a): To sustainably strengthen the role of Tralee as a self-sustaining regional economic driver regional economic driver, key settlement in the Kerry Hub Knowledge Triangle and on the Atlantic Economic Corridor and build upon inherent strengths as an administrative capital, centre of skills and education, innovation, enterprise growth, culture and tourism accessible to regional airport, port, rail and strategic road network assets.

(b): To seek investment to sustainably support strengthening these attributes and infrastructure subject to the outcome of the planning process and environmental assessments, including key inter regional connectivity (transport networks and digital) on the strategic road network to the Cork and Limerick Shannon Metropolitan Areas, ~~and~~ the Atlantic Economic Corridor ~~and~~ between Tralee Killarney and Killorglin (Kerry Hub Knowledge Triangle).

(c): To strengthen 'steady state' investment in existing rail infrastructure ~~and~~ seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity.

(d) Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the nutrient sensitive Lee Estuary.

(e): To support higher education and further education and training investment and investment in the development of IT Tralee's campus and R & D facilities.

(f): To support the regeneration of opportunity sites Island of Geese, Fels Point, underused, vacant or derelict town centre lands for residential and enterprise development to facilitate population and employment growth.

(g): To support the development and delivery of infrastructure for the delivery of additional employment through modern office, enterprise and manufacturing space.

(h): To support Tralee as an urban coastal tourism destination while protecting the natural resources on which it relies.

MATERIAL AMENDMENT 10

EXPLANATORY NOTE:

The proposed amendment to **RPO 11: Killarney** includes additional measures to strengthen Killarney's role as a Key Town

It is proposed to make amendments to **RPO 11: Killarney** in *Section 3.5: Key Towns* as follows:

(a): To sustainably strengthen the role of Killarney ~~as a strategically located urban centre of significant influence in a sub-regional context~~, a centre of excellence in tourism, recreation and amenity sectors, promote its role as a leader in these sectors in particular training and education and strengthen its overall multi-sectoral dynamic as a key settlement in the Kerry Hub Knowledge Triangle accessible to regional airport, port, rail and road assets.

(b): To seek investment to sustainably support its compact growth and regeneration, attributes and infrastructure, including key inter-regional connectivity (transport networks and digital) on the strategic road network between Cork and Limerick Shannon Metropolitan Areas, ~~and~~ the Atlantic Economic Corridor ~~and~~ between Tralee-Killarney and Killorglin (Kerry Hub Knowledge Triangle) subject to the outcome of the planning process and environmental assessments.

(c) To strengthen 'steady state' investment in existing rail infrastructure ~~and~~ seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity.

(d): To support infrastructure investment and the regeneration of opportunity sites including the Sara Lee, Aras Phadraig and St Finians.

(e): To seek investment in infrastructure that provides both for the resident population and extensive influx of visitors.

(f): To support investment in infrastructure and the development of lands to the North of the existing by-pass in accordance with proper planning and sustainable development objectives including the appropriate master-plans.

(g): Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the downstream freshwater ecosystem in the National Park (River Deenagh, Lough Leane).

MATERIAL AMENDMENT 11

EXPLANATORY NOTE:

The proposed amendments to **RPO 14: Ennis** includes additional measures to strengthen the role of Ennis as a Key Town

It is proposed to make amendments to **RPO 14: Ennis** in *Section 3.5: Key Towns* as follows:

a. It is an objective to support Ennis as a ~~self-sustaining regional economic driver~~ ~~key regional economic driver for the Mid-West~~ and as a key location for investment and choice in the region, to support the enhanced development of Ennis based on its strategic location relative to Limerick City, Galway City and Shannon International Airport, as well as its role as a centre of employment and economic activity within the region. The RSES recognises that this is a positive economic proposition that should be supported and enhanced through initiatives such as the Atlantic Economic Corridor.

b. It is an objective to support the implementation of Ennis 2040 which will set the long-term economic strategy for the County Town with an agreed focus on an economic future and spatial pattern to 2040 and beyond. The RSES recognises the higher education growth potential in Ennis and the vision to become a centre for Lifelong Learning.

~~b~~ c. The RSES supports the delivery of the infrastructural requirements identified for Ennis subject to the outcome of the planning process and environmental assessments.

~~e~~ d. To strengthen 'steady state' investment in existing rail infrastructure ~~and seek investment for improved infrastructure and services~~ to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times.

MATERIAL AMENDMENT 12

EXPLANATORY NOTE:

The proposed amendments to **RPO 15: Nenagh** includes additional measures to strengthen Nenagh's role as a Key Town.

It is proposed to make amendments to **RPO 15: Nenagh** in *Section 3.5: Key Towns* as follows:

a. It is an objective to support and promote the role of Nenagh as a ~~strategically located urban centre of significant influence in a sub-regional context and~~ driver of county and regional prosperity by harnessing synergies to the Limerick -Shannon ~~Metropolitan Area MASP, Galway MASP, and~~ its proximity to the Atlantic Corridor, its strong urban and economic structure and other competitive advantages.

b. It is an objective to support the delivery of the infrastructural requirements identified for Nenagh subject to the outcome of the planning process and environmental assessments. [It is an objective to identify a location for a new centre of excellence for sustainable energy.](#)

c. To strengthen 'steady state' investment in existing rail infrastructure [and seek investment for improved infrastructure and services](#) to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times.

MATERIAL AMENDMENT 13

EXPLANATORY NOTE:

The proposed amendment to **RPO 16: Thurles** includes additional measures to strengthen the role of Thurles as a Key Town.

It is proposed to make amendments to **RPO 16: Thurles** in *Section 3.5: Key Towns* as follows:

a. It is an objective to support and promote the role of Thurles as a [strategically located urban centre of significant influence in a sub-regional context](#) and driver of county and regional prosperity by harnessing the employment and economic potential of the town together with Lisheen, Thurles National Bio Economy Hub and the emergence of a new economic model focused on two principal pillars: low carbon growth and resource efficiency, [while leveraging its strategic location and accessibility on inter regional road and rail networks.](#)

b. It is an objective to support and promote the role of Thurles as a centre for international and national standard sporting facilities. [This shall build on the opportunities and landholdings available to the third level institutions and sporting bodies within the town.](#)

~~b~~ c. It is an objective to support the delivery of the infrastructural requirements identified for Thurles subject to the outcome of the planning process and environmental assessments.

~~e~~ d. To strengthen 'steady state' investment in existing rail infrastructure [and seek investment for improved infrastructure and services](#) to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times.

~~e~~ e. Future growth of the town should be planned for on a phased basis in consultation with the local authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth [avoids negative impacts on the environmental designations associated with the River Suir including nutrient sensitivity and Natura 2000 site.](#) ~~does not contribute to degradation of the water environment and in particular the River Suir~~

MATERIAL AMENDMENT 14

EXPLANATORY NOTE:

The proposed amendment to **RPO 17: Newcastle West** includes additional measures to strengthen the role of Newcastle West as a Key Town

It is proposed to make amendments to **RPO 17: Newcastle West** in *Section 3.5: Key Towns* as follows:

a. It is an objective to support and promote the role of Newcastle West as a [strategically located urban centre of significant influence in a sub-regional context](#) ~~a Key Town~~. In particular, it is an objective to promote the opportunity for inter-regional collaborations across county boundaries with Abbeyfeale,

Listowel and Rathkeale and locations identified in the Strategic Integrated Framework Plan for the Shannon Estuary which offer collective strengths and potential for project partnerships to drive sustainable economic growth in the West Limerick/North Kerry area.

b. It is an objective to support the initiatives of the Atlantic Economic Corridor to realise the full potential of the Newcastle West enterprise assets to support job creation, improve competitiveness, attract investment and create future economic growth

~~b~~ c. It is an objective to support the delivery of the infrastructural requirements identified for Newcastle West subject to the outcome of the planning process and environmental assessments.

d. It is an objective to support and promote the tourism potential of Newcastle West's historical heritage to facilitate the expansion of the existing tourism offer and to develop connectivity to and synergies with Newcastle West and the Great Southern Greenway.

e. It is an objective to support the identification of opportunities for investment in incubation and innovation infrastructure for ICT and related companies and capitalise on Newcastle West's ability to accommodate remote working, enterprise start-ups and up scaling companies.

MATERIAL AMENDMENT 15

EXPLANATORY NOTE:

The proposed amendment to **RPO 18: Kilkenny City** includes additional measures to strengthen the role of Kilkenny City as a Key Town

It is proposed to make amendments to **RPO 18: Kilkenny City** in *Section 3.5: Key Towns* as follows:

a) To strengthen the role of Kilkenny City as a self-sustaining regional economic driver with significant zone of influence and Key Town on Dublin – Carlow-Kilkenny Waterford M9 Road/Rail Axis, links to the Eastern Corridor. The RSES seeks to leverage its strategic location and accessibility to the Port of Waterford & Rosslare Europort, Waterford Airport and to build upon its inherent strengths including the Finance, Technology and Creative Sectors, skills, innovation and enterprise, tourism, and retail services.

~~a~~ b) To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times.

~~b~~ c) To support development of freight rail services and facilities including rail freight links to ~~a~~ the ports;

~~e~~ d) To strengthen the Education, Research and Innovation Capacity Kilkenny with ongoing development of St. Kieran's College and development of the Multi-Campus TUSE

~~e~~ e) To support urban regeneration through investment in the Abbey Quarter & other initiatives to improve the Public Realm and regenerate underused land in the City and to support implementation of mitigation from Abbey Quarter Masterplan SEA and AA processes.

~~e~~ f) To seek investment in sustainable transport measures through a Local Transport Plan including development of Town Bus Services in support of the Compact '10-minute city' concept.

~~f~~ g) It is an objective to support the delivery of the infrastructural requirements identified for Kilkenny City subject to the outcome of the planning process and environmental assessments.

MATERIAL AMENDMENT 16

EXPLANATORY NOTE:

The proposed amendment to **RPO 19: Carlow** includes additional measures to strengthen Carlow's role as a Key Town

It is proposed to make amendments to **RPO 19: Carlow** in *Section 3.5: Key Towns* as follows:

(a) To strengthen and support the role of Carlow Town as a self-sustaining regional and inter-regional economic driver supporting investment in the strategic employment development potential of the town, while promoting and facilitating economic integration between urban centres in the county including Tullow and Muine Bheag, other urban centres within the Southern Region and the Eastern and Midlands Region including the Dublin Metropolitan Area. Subject to the outcome of the planning process and environmental assessments the following are supported:

- (i) To strengthen the regional and inter-regional role of the Education, Research and Innovation Capacity through development of the Multi-Campus TUSE in the provision of internationally recognised higher education and research opportunities which can facilitate transformational change and act as a key driver and enabler for sustainable future employment growth within Carlow and the Southern Region.
- (ii) To support the town centre led economic regeneration of Carlow, leveraging its strategic location and accessibility on inter regional road and rail networks building upon its inherent strengths of education, connectivity, skills, innovation, enterprise, tourism, culture/arts and retail services.
- (iii) To improve the Public Realm and attractiveness of the Town Centre through development and connectivity of key urban regeneration locations in the town centre with improved accessibility from the historic town centre to the Railway Station and Fair Green
- (iv) To seek investment in water and wastewater infrastructure to facilitate the sustainable development of the town as a regional growth centre.
- (v) To support delivery of the Southern Relief Road N80 – R448 and completion of the Carlow Southern Relief road to link the N80 within County Laois including the provision of an appropriate crossing of the River Barrow & other transport measures with adjoining local/regional authorities and stakeholders.
- (vi) To seek investment in sustainable transport solutions, improved walking and cycling connectivity routes throughout the town including provision of a Town Bus Service through a Local Transport Plan;
- (vii) It is an objective to support the delivery of the infrastructural requirements identified for Carlow
- (viii) To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services along the Waterford to Dublin line to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times
- (ix) To seek investment and support in the delivery of culture, arts, and tourism infrastructure together with other physical and community infrastructural requirements identified for Carlow town and the wider county area.
- (x) To support development of underused lands along the River Barrow as a strategic natural asset for the town.
- (xi) Any future development of underused lands along the River Barrow or proposals for an additional bridge ~~will include an assessment of any impacts that may arise on sensitive Natura 2000 habitats.~~ should be subject to further studies to inform the exact nature and intensity that could be accommodated without giving rise to adverse effects and consider any in combination effects arising from proposals for a bridge.

- (b) To support the preparation of a cross-boundary Joint Urban Area Plan (UAP) for Carlow Town by Carlow County Council and Laois County Council having regard to its location within the combined functional area of both local authorities.
 - (i) The Joint UAP shall provide a coordinated planning framework to identify and deliver strategic sites and regeneration areas for the future physical, economic and social development of Carlow to ensure it achieves targeted compact growth of a minimum of 30% and ensure a co-ordinated approach is taken to the future growth and development of the town to ensure that it has the capacity to grow sustainably and secure investment as a Key Town. The Joint UAP shall identify a boundary for the plan area and strategic housing and employment development areas and infrastructure investment requirements to promote greater co-ordination and sequential delivery of serviced lands for development. Regard shall be had to the respective housing, retail and other Local Authority strategies that may be in place. The selection of sites for regeneration and expansion should be supported by a quality site selection process and subject to detailed environmental assessment. This could be achieved through a coordinated management plan in collaboration between EMRA, Laois County Council, IFI and NPWS that could address the key issues of visitor pressure, supporting infrastructure pressure and management of the spread of invasive species.
 - (ii) The Assembly will foster collaboration in the allocation of funds to support and enable cross boundary collaboration in the Greater Carlow and Graiguecullen Urban Area in the delivery of strategic infrastructure.

MATERIAL AMENDMENT 17

EXPLANATORY NOTE:

The proposed amendments to **RPO 20: Wexford Town** includes additional measures to strengthen Wexford's role as a Key Town

It is proposed to make amendments to **RPO 20: Wexford Town** in *Section 3.5: Key Towns* as follows:

a) To strengthen the role of Wexford as a strategic location, a self-sustaining regional economic driver and Key Town on Eastern Corridor. The RSES seeks to leverage its strategic location and accessibility to Rosslare Europort and to build upon its inherent strengths including digital connectivity, skills, innovation and enterprise, tourism, culture and retail services.

~~a)~~ b) To develop supporting industrial, commercial infrastructure and residential development in Wexford Town for the Port function at Rosslare Europort.

~~b)~~ c) To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services including increased line speeds to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times;

~~c)~~ d) To support development of additional capacity at Rosslare Europort and provision of freight rail services and facilities to support sustainable increases in port operations at Rosslare Europort;

~~d)~~ e) Support development of the Wexford Campus as part of the Multi-Campus TUSE is as a key driver for the economic and social development in the town with a focus on educational attainment and lifelong learning

~~e)~~ f) It is an objective to support the delivery of the infrastructural requirements identified for Wexford subject to the outcome of the planning process and environmental assessments

~~f)~~ g) To improve the Public Realm and attractiveness of the Town Centre through urban regeneration of key locations

g) h) Transport measures through a Local Transport Plan including retention and expansion of the Town Bus Network, improvements to cycling and walking infrastructure and rural transport services into the town.

MATERIAL AMENDMENT 18

EXPLANATORY NOTE:

The proposed amendments to **RPO 21: Clonmel** includes additional measures to strengthen Clonmel's role as a Key Town.

It is proposed to make amendments to **RPO 21: Clonmel** in *Section 3.5: Key Towns* as follows:

a. It is an objective to support Clonmel as a self- sustaining regional economic driver and as a key location for investment and choice in the region, to support the enhanced development of Clonmel based on its strategic location relative to Limerick Shannon, Cork and Waterford MASP areas, as well as its role as a centre of employment and economic activity within the region.

a b. It is an objective to develop Clonmel's economic synergies and potential within the Limerick Waterford east west axis through ~~To seek~~ improvements and upgrading of the N24 Waterford Limerick strategic route and improvements in public transportation;

b c. To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity including improved frequency and journey times

e d. To support planned place-making initiatives identified – redevelopment of Kickham Barracks and Clonmel Flights of Discovery

d e. To support the continued development of Clonmel as a Tourist Centre in Irelands Ancient East and Munster Vales

e f. It is an objective to support the delivery of the infrastructural requirements identified for Clonmel subject to the outcome of the planning process and environmental assessments

MATERIAL AMENDMENT 19

EXPLANATORY NOTE:

The proposed amendments to **RPO 23: Dungarvan** includes additional measures to strengthen Dungarvan's role as a Key Town

It is proposed to make amendments to RPO 23: Dungarvan in *Section 3.5: Key Towns* as follows:

a. To strengthen the role of Dungarvan as a strategically located urban centre of significant influence in a sub-regional context and in its sub-regional role as a Gaeltacht Service Town, leveraging its strategic location along the Waterford Cork N25 Route and to build upon its inherent strengths including digital connectivity, skills, innovation and enterprise, tourism, culture and retail services.

a b. To seek improvements and upgrading of the N25 Waterford to Cork route, the N72 Dungarvan to Mallow and the R672 linking the Key Towns of Clonmel an Dungarvan;

b c. Support for enhanced provision of bus services to enable improved inter-regional connectivity to attract more passengers to public transport and away from use of private motor cars

~~c. To support the development of Dungarvan as the Gaeltacht Service Town for Gaeltacht na nDéise~~

d. To support the continued development of cycling and walking infrastructure as part of Go Dungarvan Smarter Travel Programme.

e. It is an objective to support the delivery of the infrastructural requirements identified for Dungarvan subject to the outcome of the planning process and environmental assessments.

3.6 Towns and Villages

MATERIAL AMENDMENT 20

EXPLANATORY NOTE:

The proposed amendment to **RPO 24: Town and Villages** includes additional measures to support the viability of Towns and Villages

It is proposed to make amendments to **RPO 24: Towns and Villages** in *Section 3.6: Towns and Villages* as follows:

a. The RSES strongly supports strengthening the viability of our towns and rural settlements as a key objective of the RSES including the protection of essential mixed-use rural services such as Post Offices, shops and medical facilities. ~~and fuel outlets.~~

b: Seek investment and initiatives that deliver smart technologies, revitalisation of mixed- use town and village centre streets, pilot initiatives for regional good practice in renewal and re-use of buildings.

c. Seek investment and the sustainable delivery of holistic infrastructures in towns and villages to support the service role of settlements along the region's tourism corridors.

b d. Development Plans should tailor the appropriate planning response by reference to the scale, nature and location of the settlement. Local Authorities should consider the identification of settlements which can play an enhanced role at sub regional level to drive the development of their area.

e e. Support the development of guidelines for cluster housing development within the existing footprint of our rural settlements.

e f. Support co-ordination between Local Authorities, Irish Water and other stakeholders to deliver investment in the sustainable development of water and waste-water and other infrastructure for towns and villages, prioritising retro-fitting and improvement in the quality of existing services.

e g. Seek investment in the sustainable development of a "New Homes in Small Towns and Villages" initiative in the Southern Region and the delivery of actions by Local Authorities, Irish Water, communities and other stakeholders in the provision of services and serviced sites to create build your own home opportunities within the existing footprint of rural settlements. ~~Local authorities shall identify and prioritise a programme for the provision and implementation of serviced sites within towns and villages as an objective of Development Plans.~~

3.7 Rural Areas

MATERIAL AMENDMENT 21

EXPLANATORY NOTE:

The proposed amendment to **RPO 25: Rural** comprises the inclusion of additional wording regarding the provision of single housing in the countryside.

It is proposed to make an amendment **RPO 25: Rural** as follows:

Support rural economies and rural communities through implementing a sustainable rural housing policy in the region which provides a distinction between areas under urban influence and rural areas elsewhere through the implementation of National Policy Objective 19 in Local Authority County Development Plan Core Strategies.

Local authorities shall:

- Include policies for the protection of the viability of smaller towns and rural settlements as key priority within Development Plans;
- Having regard to the viability of smaller towns and rural settlements; Core Strategies shall identify areas under urban influence and set the appropriate sustainable rural housing policy response which facilitates the provision of single housing in the countryside based on the core consideration of demonstrable economic, social or **local** exceptional need to live in a rural area and sitting, environmental and design criteria for rural housing in statutory guidelines and plans.
- Having regard to the viability of smaller towns and rural settlements, in rural areas elsewhere, facilitate the sustainable provision of single housing in the countryside based on sitting and design criteria for rural housing in statutory guidelines and plans.
- Provide for flexibility in zoning and density requirements to ensure that rural villages provide attractive easily developed options for housing.

3.8 Networks

MATERIAL AMENDMENT 22

EXPLANATORY NOTE:

The proposed amendment to **RPO 27: Urban and Rural Networks** includes the identification of additional attributes and measures to support the benefits of urban and rural networks

It is proposed to make amendments to **RPO 27: Urban and Rural Networks** in Section 3.8: Networks as follows:

(a): Support the concept of rural settlement networks and support the sustainable development of infrastructures to assist collaborative projects and sharing of assets and strengths to drive sustainable population and enterprise growth in sub-regional areas.

(b): RSES recognises the shared critical mass of population, strategic assets and economic potential of inter-urban networks working in collaborative partnerships as regionally significant drivers of growth and supports investment in infrastructure and initiatives to sustainably deliver improved multi-modal transport connectivity and high-speed, high-quality digital connectivity between them.

MATERIAL AMENDMENT 23

EXPLANATORY NOTE:

This **new RPO** describes the potential for Inter-Urban Networks and the locations of existing and potential networks which have been identified through the RSES consultation process.

It is proposed to insert a **new RPO** in Section 3.8 as follows:

New RPO C: Inter-Urban Networks as Regional Drivers of Collaboration and Growth

The RSES recognises and supports the role of existing and potential inter-urban networks as regionally significant drivers of collaboration and growth. The RSES supports infrastructure investment and initiatives including enhanced public transport connectivity and optimising the potential for rail freight, to be developed further through Development Plans of the following existing and further networks:

- Metropolitan Area collaboration
- Atlantic Economic Corridor
- Eastern Corridor (Dublin Belfast Economic Corridor extending to Rosslare Europort including Gorey-Enniscorthy-Wexford & *network linkage to New Ross/Waterford*).
- Waterford-Kilkenny-Carlow-Dublin M9/Rail Network/Axis
- Kerry Hub and Knowledge Triangle
- North Kerry-West Limerick-Shannon Estuary-Clare
- Galway-Ennis-Shannon-Limerick (GSEL)
- North Cork Agri Food Network
- West Cork Marine Network
- Cork Ring Network
- Limerick- Waterford Transport and Economic network/axis

MATERIAL AMENDMENT 24

EXPLANATORY NOTE:

The proposed amendment to **Section 3.8: Networks** provides a description of the attributes of the Limerick-Waterford Transport and Economic network/axis.

It is proposed to insert additional text in **Section 3.8: Networks** as follows:

Limerick-Waterford Economic and Transport Corridor

The Limerick - Waterford Economic and Transport Corridor links key regional cities and towns by rail and road and is one of the primary networks and economic drivers for the Southern Region. The RSES support enhanced connectivity between the MASP cities by the M24 (potential upgrade of N24 to M24), enhanced rail services including development Limerick Junction as a National Freight Hub. The Corridor is uniquely placed in the centre of the region with a number of large towns in Tipperary along its corridor - Clonmel, Carrick on Suir; Tipperary and Cahir all of which have strong economic, social and cultural associations. The network has been developed and supported through a number of intra-regional economic and tourism initiative including the Munster Vales, Butler trail, Historic Town Walls and the River Suir Blueway. The Corridor is also unique in that it connects the Atlantic Economic Corridor and the Eastern Economic Corridor. The RSES will support the further development and investment in this corridor, building on its connectivity; strong urban framework and economic clustering of activities.

3.9 Placemaking

MATERIAL AMENDMENT 25

EXPLANATORY NOTE:

The proposed amendments to **RPO 28: Sustainable Place Framework** seeks to strengthen the policy for development of a Sustainable Place Framework

It is proposed to make amendments to **RPO 28: Sustainable Place Framework** in *Section 3.9: Placemaking* as follows:

Local Authorities, through Development Plan and Local Area Plan objectives, shall make provision for and implement a Placemaking Framework to ensure the development of quality places through integrated planning and consistently excellent design. *The role of education, learning and health in providing inclusive, dynamic and adaptable urban environments are required to be included in Sustainable Place Frameworks.*

3.11 Regeneration

MATERIAL AMENDMENT 26

EXPLANATORY NOTE:

The proposed amendments to **RPO 31: Urban Brownfield and Infill Development** will provide for additional initiatives to support urban brownfield and infill development, brownfield regeneration in rural contexts and strengthened objectives for the sustainable management of waste arising from brownfield site remediation and development.

It is proposed to make amendments to **RPO 31: Urban Brownfield and Infill Development** in *Section 3.11: Regeneration* as follows:

RPO31: ~~Urban~~ *Urban Regeneration*, Brownfield and Infill Development

In pursuit of National Policy Objective 3a, 3b and 3c, the Core Strategy of Local Authority Development Plans shall be accompanied by specific objectives setting out the achievement of urban infill/brownfield development.

Requirements for brownfield regeneration shall consider:

- *Seeking initiatives that enable site assembly for regeneration and initiatives that promote regeneration of brownfield lands over greenfield lands across all tiers of urban settlements including smaller towns and rural villages.*
- *Local Authorities through their respective County Development Plans and Local Area Plans will set out policies and objectives to support the reuse/refurbishment of existing disused and derelict rural dwellings for residential purposes and also encourage new uses for disused/derelict farm buildings including residential where appropriate, subject to normal planning considerations.*
- *The establishment of a data base with site briefs specifically for brownfield sites zoned for development which will be continually renewed and updated as opportunities arise through active land management processes, so that brownfield re-use can be managed and coordinated across multiple stakeholders;*
- *Target measures to reduce the extent of vacancy within our region's existing building stock and seek investment in refurbishment initiatives to bring underused property assets into use in the residential market;*

- Target measures and support initiatives that promote retrofitting and improving the quality of the existing building stock, especially energy efficiency, green infrastructure, digital infrastructure, smart technologies to future proof our existing buildings and neighbourhoods.
- ~~Local Authorities should Liaise with the Regional Waste Management Office when considering applications for development of brownfield sites that require the offsite disposal of contaminated waste~~
- In brownfield developments, the preparation of a Construction & Development Waste Management Plan (C&D WMP) should be prepared in the early stages of project development to facilitate suitable arrangements for the proper and authorised management of wastes.
- In accordance with the “Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects”, published by the Department of the Environment, Community and Local Government (DECLG) and any updated guidelines , Development Plans shall seek that a C&D WMP shall accompany a planning application for projects which exceed specified threshold limits for both public and private sectors with the key objectives to (i) minimise the amount of waste generated as part of the project, (ii) maximise the amount of material for re-use on site, (iii) maximise the amount of material which is sent off site for reuse, recycling or reprocessing and (iv) assess by product options and (v) minimise the amount of material sent to landfill/export. Waste management plans should also consider potential impacts arising from spreading of invasive species.
- Proposals for brownfield regeneration in strategic locations including docklands, should be accompanied by a site risk assessment and a clear waste plan for any wastes arising, including consideration of hazardous or contaminated material.

MATERIAL AMENDMENT 27

EXPLANATORY NOTE:

The proposed amendments to **RPO 32: Support for Compact Growth** sets out additional requirements in respect of achieving Compact Growth targets for housing in the region aligned with the requirements of the NPF.

It is proposed to make amendments to **RPO 32: Support for Compact Growth** in *Section 3.11: Regeneration* as follows:

(a): Local Authorities, through Development Plan and Local Area Plan policies, shall identify rejuvenation priorities within our region’s settlements which demonstrate achievement of National Strategic Outcome: Compact Growth.

(b): Development Plans shall state a minimum requirement to deliver at least half (50%) of all new homes that are targeted in the region's three Cities and suburbs of Cork, Limerick and Waterford, within their existing built up footprints (brownfield and greenfield) in accordance with NPF National Policy Objective 3b.

(c): Development Plans shall state a minimum requirement to deliver at least 30% of all new homes that are targeted in settlements other than the cities and suburbs, within their existing built-up footprints (brownfield and greenfield) in accordance with NPF National Policy Objective 3c.

MATERIAL AMENDMENT 28

EXPLANATORY NOTE:

The propose amendment to **RPO 33: Land Development Agency** expands the text in respect of the role of the Land Development Agency.

It is proposed to make amendments to **RPO 33: Land Development Agency** in *Section 3.11: Regeneration* as follows:

It is an objective to support the role collaboration and delivery of actions in the Region through initiatives of the Land Development Agency which include co-ordinating appropriate State lands for regeneration and development, opening up key sites which are not being used effectively for housing delivery; and driving strategic land assembly, working with both public and private sector land owners. The co-ordination and selection of sites should be based on a process that examines environmental criteria (see also RPO 1).

MATERIAL AMENDMENT 29

EXPLANATORY NOTE:

The propose amendments to **RPO 35: Retrofitting Initiative Priorities** strengthens support for retrofitting infrastructure and smart technologies in refurbishing vacant building stock.

It is proposed to make amendments to **RPO 35: Retrofitting Initiative Priorities** in *Section 3.11: Regeneration* as follows:

(a): Local Authorities, through County Development Plan and Local Area Plan objectives, shall identify retrofitting initiative priorities within settlements that grew rapidly without corresponding investment in infrastructure and amenities which demonstrate opportunities for achievement of National Strategic Outcome: Compact Growth.

(b): Support initiatives that seek retrofitting infrastructure to existing buildings including smart technologies, energy efficient and micro renewable systems and seek targeted initiatives and actions at a local level for the refurbishment and upgrading of suitable vacant and underused building stock.

(c): Support initiatives that retrofit environmental amenities to address adverse effects on biodiversity and the environment.

Chapter 4 A Strong Economy – Innovative & Smart

4.4 Our Region's Economic Engines

Material Amendment 30

EXPLANATORY NOTE:

The proposed **new RPO** supports the development of an Eastern Corridor through the development of the Dublin-Belfast Economic Corridor and strengthening economic links with the South East extending to Rosslare Europort.

It is proposed to include a **new RPO** for the “Eastern Corridor” in *Section 4.4: Our Region's Economic Engines* as follows:

New RPO D: Eastern Corridor

It is an objective to support the development of an Eastern Corridor through the development of the Dublin-Belfast Economic Corridor and strengthening economic links with the South East extending to Rosslare Europort (including public transport connectivity and optimising the potential for rail freight), which is an important economic and transport link, particularly in the post Brexit scenario.

Material Amendment 31

EXPLANATORY NOTE:

The propose amendments strengthens **RPO 39: Atlantic Economic Corridor (AEC)** by recognising the combined advantages and opportunities of the AEC including delivering a high-value and low-carbon economy.

It is proposed to insert the following addition to **RPO 39: Atlantic Economic Corridor (AEC)** in *Section 4.4: Our Region's Economic Engines*:

It is an objective to develop the Atlantic Economic Corridor (AEC) initiative as a driver for enterprise growth, investment and attracting entrepreneurial skills and talent to the rural catchments as an economic complement to the role of metropolitan areas and larger urban centres on the AEC. *The RSES recognises the combined advantages and opportunities of the AEC including delivering a high-value and low-carbon economy.*

4.5 Rural Development

Material Amendment 32

EXPLANATORY NOTE:

It is proposed to omit **RPO 43: Rural Economic Development Zones (REDZ)** as it is no longer in operation.

~~**RPO 43: Rural Economic Development Zones (REDZ)**~~

~~It is an objective to drive sustainable transboundary regional projects and initiatives in Rural Economic Development Zones (REDZ) in the Southern Region and support investment in the sustainable development of infrastructure to enhance the economic and service functions of urban centres in REDZ areas.~~

4.6 Portfolio Approach – Sector Development Opportunities

Material Amendment 33

EXPLANATORY NOTE:

In light of proposed changes to Chapter 5 - Environment to highlight the urgency to transition to a low carbon future, it is proposed to strengthen the wording of **RPO 54: Low Carbon Economy** in this respect.

It is proposed to reflect the urgency to transition to a low carbon future in **RPO 54: Low Carbon Economy** in *Section 4.6* through an addition to part (a) as follows:

- a. ~~The RSES recognises the urgency to transition to a low carbon future and it is therefore~~ an objective to accelerate the transition towards a low carbon economy and a circular economy through mechanisms such as the Climate Action Competitive Fund.
- b. It is an objective to develop enterprises that create and employ green technologies.
- c. Local Authorities shall ensure that the development of green industry and technologies incorporates careful consideration of potential environmental impacts at project level including the capacity of receiving environment and existing infrastructure to serve new industries.
- d. Local Authorities shall include objectives in statutory land use plans to promote energy conservation, energy efficiency and the use of renewable energy sources in existing buildings, including retro fitting of energy efficiency measures in the existing building stock and energy efficiency in traditional buildings.
- e. It is an objective to support investments in energy efficiency of existing commercial and public building stock with a target of all public buildings and at least one-third of total commercial premises upgraded to BER Rating 'B'. Local Authorities shall report annually on energy usage in all public buildings and will achieve a target of 33% improvement in energy efficiency in all buildings in accordance with the National Energy Efficiency Action Plan (NEEAP).

4.7 Place-Making for Enterprise Development

Material Amendment 34

EXPLANATORY NOTE:

The proposed amendment seeks to strengthen the focus of **RPO 59: Locations for Employment Development** on unemployment blackspots/legacies.

It is proposed that an addition should be made to **RPO 59: Locations for Employment Development** in *Section 4.7* to address unemployment blackspots/legacies as follows:

- a. It is an objective to ensure employment locations follow the hierarchy identified in Chapter 3, and ensure they are built fit-for purpose. This includes the provision of access to utilities, connectivity, and other enterprise development factors.
- b. It is an objective to identify future locations for strategic employment development having regard to accessibility by sustainable transport modes and environmental constraints
- c. It is an objective to reduce the number of unemployment blackspots in the Region through a greater understanding of their nature and causes to assist in identifying appropriate responses and revert reinforcing negative patterns.

Material Amendment 35

EXPLANATORY NOTE:

It is proposed to omit **RPO 66: Overseas Market Entry** in *Section 4.7* as this is outside the remit of the RSES.

RPO 66: Overseas Market Entry

It is an objective to enhance and facilitate overseas market entry with administrative solutions, such as pre-clearance of passengers and goods in our international airports

4.9 Marine and Coastal Assets

Material Amendment 36

EXPLANATORY NOTE:

The proposed amendments to **RPO 76: First Mover under Marine Spatial Planning** seek to strengthen the research and development content of RSES policy on marine and coastal assets.

It is proposed to insert an addition to **RPO 76: First Mover under Marine Spatial Planning** as follows:

It is an objective to support the sustainable development of the potential of the marine environment foster opportunities for innovation in the maritime Economy and drive forward the Region as a first mover under Marine Spatial Planning while preserving the environmental and ecological conservation status of our marine natural resource. Initiatives arising from this objective shall be subject to robust feasibility and site selection, which includes undertaking flood risk assessment and explicit consideration of likely significant effects on European Sites and potential for adverse effects on the integrity of European sites in advance of any development. *The RSES seeks close interaction between the HEI sector and centres of Research and Development including MAREI and the National Maritime College to position the region in as a leader in this field.*

Material Amendment 37

EXPLANATORY NOTE:

The proposed amendments to **RPO 77: Shannon Estuary and Other Harbour Plans** seeks to strengthen the policy for Shannon Estuary and Other Harbour Plans.

It is proposed to insert an addition to **RPO 77: Shannon Estuary and Other Harbour Plans** objective as follows:

- a. The RSES recognises the national and international importance of the Shannon Estuary, its potential to attract multinational development and the significant work that has been undertaken to progress its promotion and development. It is an objective to support and promotes the delivery of the Strategic Development Locations as set out in the SIFP for the Shannon Estuary [subject to the implementation of mitigation measures outlined in the SEA and AA undertaken on SIFP](#) and zoned in the Local Authority Development Plans
- b. It is an objective to promote the SIFP initiative as a good practice model for the Southern Region and to seek the preparation of similar initiatives for Cork Harbour and Waterford Harbour between the relevant stakeholders.
- c. [It is an objective to support the promotion, marketing and seeking of financial and expertise support for the Strategic Integrated Framework Plan \(SIFP\) for the Shannon Estuary and specific projects emerging there from.](#)
- d. Such initiatives shall be subject to the relevant environmental assessment requirements including SEA, EIA SFRA and AA as appropriate.

Chapter 5 Environment

Section 1.

5.1 Resource Efficiency and Transition to a Low Carbon Economy

MATERIAL AMENDMENT 38

EXPLANATORY NOTE:

The proposed amendments to **RPO 85: Low Carbon Energy Future** seeks to strengthen the policy for a Low Carbon Energy Future and to link the policy to national targets.

It is proposed to make amendments to **RPO 85: Low Carbon Energy Future** in *Section 1* as follows:

RPO 85: Low Carbon Energy Future ~~2015-2030~~

The Southern Region is committed to the implementation of the policy of Government under Ireland's Transition to a Low Carbon Energy Future 2015-2030 and [Climate Action Plan 2019](#). It is an objective to promote change across business, public and residential sectors to achieve reduced Green House Gas (GHG) emissions [in accordance with current and future national targets](#), improve energy efficiency and increase the use of renewable energy sources across the key sectors of electricity supply, heating, transport and agriculture.

MATERIAL AMENDMENT 39

EXPLANATORY NOTE:

The proposed **new RPO** addresses a specific need for the region to focus on Resilience and Adaptation as a priority in the region's response to climate change.

New RPO E: Building Resilience to Climate Change.

- a) It is an objective to support measures to build resilience to climate change throughout the region to address impact reduction, adaptive capacity, awareness raising and emergency planning.
- b) Local Authorities and other public agencies shall continue to work with the OPW to implement the Flood Risk Management Plans and address existing and potential future flood risks arising from coastal, fluvial, pluvial, groundwater and potential sources of flood risk.

MATERIAL AMENDMENT 40

EXPLANATORY NOTE:

The proposed **new RPO** addresses a specific need for the region to focus on Decarbonisation as part of a priority area for action on climate change.

New RPO F: Regional Decarbonisation

It is an objective to develop a Regional Decarbonisation Plan to provide a framework for action on decarbonisation across all sectors. The Regional Decarbonisation Plan will include existing and future targets for each sector. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Regional Decarbonisation Plan for the Southern Region with stakeholders including the Climate Action Regional Offices, the requirements for SEA, AA and the timescale for its preparation.

MATERIAL AMENDMENT 41

EXPLANATORY NOTE:

The proposed amendments to **RPO 87: Decarbonisation in the Transport Sector** seek to strengthen the policy on decarbonisation in the transport sector.

It is proposed to insert additional points for **RPO 87: Decarbonisation in the Transport Sector** as follows:

- a) It is an objective to ~~seek support~~ initiatives that ~~support will achieve~~ the decarbonisation of the transport sector, moving to the use of clean generated electricity, bio-gas, hydrogen and other non-fossil fuels for private and public transportation and provision of clean energy and lower carbon fuelling stations by 2030
- b) to pursue policies to reduce reliance on private cars and achieve modal shift to sustainable transportation in conjunction with policies to achieve compact growth and reduce congestion.
- c) Seek the development of clean energy and lower carbon fuelling and electric vehicle charging stations and infrastructure at the appropriate locations which take into consideration electric, hydrogen, CNG/biogas inter-alia.

MATERIAL AMENDMENT 42

EXPLANATORY NOTE:

The proposed amendments to **RPO 89: CNG refuelling stations and TEN-T corridors** seeks to strengthen the policy to support provision for EV charging points. It is also proposed to change the name of the RPO.

It is proposed to amend **RPO 89: CNG refuelling stations and TEN-T corridors** as follows:

RPO 89: CNG and EV Infrastructure ~~CNG refuelling stations and TEN-T corridors~~

It is an objective to:

- (a) support investment in the sustainable development of CNG refuelling Stations aligned with the TEN-T corridors as a renewable technology for servicing public service vehicles and commercial fleets
- (b) seek the provision of EV charging point infrastructure within residential, commercial and mixed-use developments.

MATERIAL AMENDMENT 43

EXPLANATORY NOTE:

The proposed amendments to **RPO 90: Decarbonisation in the Agricultural Sector** seeks to strengthen the policy on decarbonisation in the agricultural sector.

It is proposed to insert an additional point for **RPO 90: Decarbonisation in the Agricultural Sector** and to amend its presentation:

It is an objective to support initiatives to achieve carbon neutrality for agriculture and land-use that does not compromise sustainable food production through:

- i) programmes including the Green Low- Carbon Agri-environment Scheme (GLAS) and the Beef Data and Genomics Programme (BDGP) under Ireland's Rural Development Programme 2014-2020.

ii) support for the Departments of Agriculture, Food and the Marine, and Communications Climate Action and Environment to enhance the competitiveness of the agriculture sector with an urgent need for mitigation to reduce GHGs as well as adaptation measures.

MATERIAL AMENDMENT 44

EXPLANATORY NOTE:

The proposed amendments to **RPO 91: Sustainable Renewable Energy Generation** seek to strengthen support for Renewable Energy policy.

It is proposed to insert additional text regarding sustainable renewable energy for **RPO 91: Sustainable Renewable Energy Generation** as follows:

It is an objective to support implementation of the National Renewable Energy Action Plan (NREAP), and the Offshore Renewable Energy Plan and the implementation of mitigation measures outlined in their respective SEA and AA and leverage the Southern Region as a leader and innovator in sustainable renewable energy generation.

MATERIAL AMENDMENT 45

EXPLANATORY NOTE:

The proposed amendments to **RPO 100: Energy Storage Carbon Capture** seek to strengthen the policy on Energy Storage Carbon Capture.

It is proposed to insert additional text for **RPO 100: Energy Storage Carbon Capture** as follows:

It is an objective to support investment in initiatives to develop innovation, advances in technology and pilot projects for the sustainable development of energy storage and carbon capture within the region and to work with key stakeholders in developing sustainable forestry to support carbon sequestration.

MATERIAL AMENDMENT 46

EXPLANATORY NOTE:

This proposed amendment proposes to omit **RPO 101: Clean Electric Heat Technologies** and **RPO 103: Non-Fossil Fuel and Heat Sources** and add replace them with a **new RPO**.

It is proposed to omit RPO 101 and RPO 103 and replace them with a **new RPO** as follows:

New RPO G: Clean Electric Heat Technologies & District Heating

It is an objective to support development of District Heating schemes by promoting innovation in the use of recoverable heat sources and related technologies. The development of new low carbon heat sources should include non-fossil fuel heat sources including clean electric and renewable gas heat technologies in the region.

RPO 101: Clean Electric Heat Technologies

~~It is an objective to support initiatives to develop clean electric heat technologies in the region.~~

RPO 103: Non-Fossil Fuel and Heat Sources

~~It is an objective to support initiatives for the conversion of homes to non-fossil fuels.~~

MATERIAL AMENDMENT 47

EXPLANATORY NOTE:

The proposed amendments to **RPO 102: Future Proofing and Retrofitting** seek to strengthen support for energy efficiency and to include it as part of the RPO title.

It is proposed to insert amendments to **RPO 102: Future Proofing and Retrofitting** and to rename it as follows:

RPO 102: Energy Efficiency, Future Proofing and Retrofitting

It is an objective to support implementation of the National Energy Efficiency Action Plan (NEEAP), the implementation of mitigation measures outlined in their respective SEA and AA and investment in initiatives to improve energy efficiency and future proof our region's residential, commercial and public building stock, including retrofitting in urban and rural areas. RSES supports the promotion of sustainable buildings that achieve certification under systems such as the Home Performance Index (HPI) and Leadership in Energy and Environmental Design (LEED) at local authority level.

5.2 Protecting Conserving and Enhancing our Natural Capital

Material Amendment 48

EXPLANATORY NOTE:

The proposed **new RPO** addresses the linked issues of flood risk and coastal erosion.

It is proposed to insert a **new RPO** relating to flood risks to existing and potential future development arising from coastal erosion as follows:

New RPO H: Flooding and Coastal Erosion

It is an objective to support measures (including Integrated Coastal Zone Management (ICZM)) for the management and protection of coastal resources and communities against coastal erosion, flooding and other threats.

Statutory land use plans shall take account of the risk of coastal erosion, whereby new development should be avoided in areas at risk of coastal erosion to the greatest extent practicable.

Material Amendment 49

EXPLANATORY NOTE:

The proposed amendments to **RPO 120: Biodiversity** seek to strengthen policy in relation to Biodiversity.

It is proposed to insert additional wording to **RPO 120: Biodiversity** as follows:

- a. It is an objective to promote biodiversity protection and habitat connectivity both within protected areas and in the landscape through promoting the integration of Green Infrastructure (GI) and ecosystem services including landscape, heritage, biodiversity and

management of invasive and alien species in the preparation of statutory and non-statutory land use plans. [The RSES recognises the role of the National Biodiversity Data Centre through its Citizen Science initiatives](#)

b. It is an objective to support Local Authorities [acting together with relevant stakeholders](#) in implementing measures designed to identify, conserve and enhance the biodiversity of the Southern Region, [seek and support the implementation of the All-Ireland Pollinator Plan, National Biodiversity Action Plan and National Raised Bog SAC Management Plan](#).

c. The Local Authorities are required to carry out screening of proposed projects and any draft land-use plan or amendment/variation to any such plan for any potential ecological impact on areas designated or proposed for inclusion as Natura 2000/European Sites and shall decide if an Appropriate Assessment is necessary, of the potential impacts of the project or plan on the conservation objectives of any Natura 2000/European Site.

d. It is an objective to support Local Authorities to carry out, monitor and review biodiversity plans throughout the region. Planning Authorities should set objectives in their land use plans to implement and monitor the actions as set out in the National and County Biodiversity Plans, as the conservation of biodiversity is an essential component of sustainable development. Local Authorities should address the issue of fisheries protection and invasive introduced species and encourage the use of native species for landscape planting in rural areas, in the review of their biodiversity plans.

e. It is an objective to support Local Authorities to work with all stakeholders to conserve, manage and where possible enhance the regions natural heritage including all habitats, species, landscapes and geological heritage of conservation interest and to promote increased understanding and awareness of the natural heritage of the region.

5.3 Creating a Clean Environment for a Healthy Society

Material Amendment 50

EXPLANATORY NOTE:

The proposed amendments to **RPO 126: Air Quality** seek to strengthen policy in relation to air quality.

It is proposed to make the following changes to **RPO 126: Air Quality**:

a. It is an objective to improve [and maintain good](#) air quality and help prevent [harmful effects on human health and the environment](#) ~~people being exposed to unacceptable levels of pollution~~ in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions and promotion of measures that improve air quality including provision and management of green areas and vegetation.

b. It is an objective to support local data collection in the development of air quality monitoring and to investigate the merits of creating a regional air quality and greenhouse gas emissions ~~inventory. or to prevent the spread of invasive to sensitive sites.~~

Material Amendment 51

EXPLANATORY NOTE:

The proposed amendments to **RPO 127: Noise** seek to strengthen policy on the impacts of Noise.

It is proposed to make the following changes to **RPO 127: Noise**:

It is an objective to promote the pro-active management of noise where it is likely to have significant adverse impacts on health ~~and the environment and quality of life.~~ It is also an ~~objective~~ to support the aims of the Environmental Noise Regulations through national planning guidance and Noise Action Plans ~~for major urban centres as considered appropriate.~~

Chapter 6 Connectivity

6.2 Digital Connectivity

MATERIAL AMENDMENT 52

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 129: Smart Cities** by supporting a Smart Region inclusive of urban and rural areas, support initiatives for smart technologies and supports initiatives through the All Ireland Smart Cities Forum.

It is proposed to make amendments to **RPO 129: Smart Cities** in *Section 6.2.1* as follows:

Develop Smart Cities as engines for a Smart Region (urban and rural), support the initiatives of the All Ireland Smart Cities Forum, seek good practices yielded through living labs, test-beds, seek the deployment of disruptive technologies and smart infrastructures in cities, towns, villages and rural areas and seek investment in the initiatives of stakeholders to achieve the pillars of the EU Digital Single Market.

MATERIAL AMENDMENT 53

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 130: Smart Region** by supporting smart technology throughout urban and rural areas in our region.

It is proposed to make amendments to **RPO 130: Smart Region** in *Section 6.2.1* as follows:

(a): Build on Smart Cities and Smart Region initiatives in Cork, Limerick, Waterford, ~~such as the All Ireland Smart Cities Forum,~~ and seek an extension of such initiatives to towns, villages and rural areas to support a Smart Region. ~~Key towns and wider region and~~

(b): Seek investment into broadband, fibre technologies, wireless networks (including Internet of Things Network extending across the region) and integrated digital infrastructures to enable actions that sustainably deliver ~~on smart technologies Smart City projects~~ to increase the innovative, sustainable and competitive placemaking dividend for the Southern Region.

(c): Support a leadership role for the Southern Region as an innovator in smart technologies and smart mobility.

(d): Seek and support investment for initiatives in smart technology as an enabler for education and life-long learning in all locations.

MATERIAL AMENDMENT 54

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 131: High Quality High Capacity International Digital Transmission** by supporting investment in digital infrastructure throughout the region.

It is proposed to make amendments to **RPO 131: High Quality High Capacity International Digital Transmission** in *Section 6.2.2* as follows:

(a): Optimise the economic opportunities for all locations in the Southern Region from achieving high quality high capacity international digital transmission connections between the Region, US, UK and Europe through projects such as the Hibernia Express subsea cable line located at Cork Internet Exchange and the Ireland-France Subsea Cable.

(b): Seek investment and continual strengthening of Metropolitan Area Networks.

(c): Support and seek investment in the sustainable delivery of digital infrastructure ducting and dark fibre infrastructure.

MATERIAL AMENDMENT 55

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 132: National Broadband Plan** by supporting investment and delivery of the National Broadband Plan throughout the region.

It is proposed to make amendments to **RPO 132: National Broadband Plan** in *Section 6.2.3* as follows:

~~7e~~ Seek to expedite the implementation of the National Broadband Plan (NBP) and the implementation of mitigation measures outlined in the SEA and AA for the NBP to all locations in the Southern Region and seek reporting procedures to the Southern Regional Assembly on progress and targets being achieved from the relevant State Departments and agencies through effective implementation mechanisms for the RSES.

MATERIAL AMENDMENT 56

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 133: Mobile Infrastructure** by supporting investment and delivery of digital infrastructure throughout the region.

It is proposed to make amendments to **RPO 133: Mobile Infrastructure** in *Section 6.2.3* as follows:

To strengthen the continued delivery of high-speed, high-capacity digital and mobile infrastructure investment in our region and strengthen cross regional integration of digital infrastructures and sharing of networks.

MATERIAL AMENDMENT 57

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 134: Digital Strategies** by supporting the role of digital strategies and initiatives of the Mobile and Broadband Taskforce throughout the region.

It is proposed to make amendments to **RPO 134: Digital Strategies** in *Section 6.2.4* as follows:

To promote the preparation and support the implementation of digital strategies by each Local Authority, seek investment for actions identified **and support the role and initiatives of the Mobile and Broadband Taskforce in addressing digital and mobile coverage blackspots and rural communications connectivity.**

6.3.4 High Quality International Connectivity

MATERIAL AMENDMENT 58

EXPLANATORY NOTE:

The proposed amendment provides a **new RPO** which seeks strengthened commitment to low carbon future for the airport and port sectors which are vital for our international connectivity.

It is proposed to insert a **new RPO** in *Section 6.3.4: High Quality International Connectivity* to seek transition to a lower carbon future for international transport connectivity as follows:

New RPO I: Low Carbon International Connectivity

In pursuit of the NPF National Strategic Outcome of High-Quality International Connectivity, the RSES supports actions to transition the movement of freight, ports and airports to a low carbon future.

MATERIAL AMENDMENT 59

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 135: International Connectivity** by supporting a strategic EU TEN-T corridors with strengthened emphasis on opportunities for rail and public transport.

It is proposed to make amendments to **RPO 135: International Connectivity** in *Section 6.3.4* as follows:

- a) To sustainably maintain, support and enhance the Region's International Connectivity Transport Network including the Trans European Transport Network (TEN-T) **for road and rail.**
- b) To sustainably maintain the strategic capacity and safety of the national roads **and rail** network including planning for future capacity enhancements to ensure effective land transport connections to the major ports, airports and markets.
- c) To support the role of our strategic road and sustainable transport networks including connectivity to the TEN-T Core and Comprehensive Network, connecting the region's metropolitan areas, key towns, ports and airports with the Atlantic Economic Corridor, extended Dublin-Belfast Eastern Corridor and other urban networks as identified through Section 3.8 of the RSES and City and County Development Plans.

MATERIAL AMENDMENT 60

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 136: Regional Freight Strategy** by supporting for a Regional Freight Strategy and the role of Limerick Junction as a potential passenger and freight hub (connecting lines to Dublin, Cork, Limerick and Waterford).

It is proposed to make amendments to **RPO 136: Regional Freight Strategy** in *Section 6.3.4* as follows:

To support the development of ~~Develop~~ a RSES Regional Freight Strategy which includes the consideration of rail freight, the asset of our region's rail network and innovations in the freight handling and transport sector to be prepared by the relevant stakeholders through ~~in~~ consultation with the Department of Transport, Tourism and Sports, Transport Infrastructure Ireland, National Transport Authority, Local Authorities, Irish Rail, relevant delivery agencies and the port and airport authorities. Support the feasibility of Limerick Junction having the status of a national rail freight and passenger hub. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Regional Freight Strategy and the timescale for its preparation. The requirements of the SEA and Habitats Directives shall be considered, as appropriate, in relation to a Regional Freight Strategy.

MATERIAL AMENDMENT 61

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 137: Ports** by supporting the sustainable growth and investment into our region's port and harbour assets.

It is proposed to make amendments and inserts to **RPO 137: Ports** in *Section 6.3.4* as follows:

To strengthen investment to deliver actions under National Ports Policy and investment in sustainable infrastructure projects that:

- a. Strengthen and develop the strategic international, national and regional economic roles of our Tier 1 Ports (Port of Cork and Shannon-Foynes Port) and Tier 2 Ports (Port of Waterford and Rosslare Europort);
- b. Support the achievement of **Ports of National Significance (Tier 1)** status for the Ports of Waterford and Rosslare Europort
- c. Strengthen and develop the strategic regional economic role of other regional fishery harbours, ports and harbours;
- d. Support the export, fisheries, marine tourism and marine economy potential of port and harbour assets in the Southern Region as listed in Table 6.2 and support investment in the transition to smart technologies of port and harbour assets.
- e. Support the sustainable development of strategically located deep-water ports at Moneypoint and Cahiracon in line with the recommendations of the SIFP for the Shannon Estuary.
- f. Development proposals will be subject to environmental assessment, **implementation of mitigation measures outlined in applicable SEAs and AAs** and feasibility studies to establish that any expansions can be achieved without adverse effects on any European sites and within the carrying capacity of the receiving environment of the ports

MATERIAL AMENDMENT 62

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 140: Regional Ports and Harbour Strategy** by supporting a Ports and Harbour Strategy for the Southern Region.

It is proposed to make amendments to **RPO 140: Regional Ports and Harbour Strategy** in *Section 6.3.4* as follows:

RPO 140: Regional Ports and Harbour Strategy for the Southern Region

To support the development of a ~~develop a RSES Regional~~ Ports and Harbour Strategy for the Southern Region to be prepared by the relevant stakeholders through ~~in~~ consultation with the Department of Transport, Tourism and Sports, Local Authorities, port authorities, TII, NTA and other relevant stakeholders. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Ports and Harbour Strategy for the Southern Region and the appropriate timescale for its preparation.

MATERIAL AMENDMENT 63

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 141: High Quality International Connectivity-Ports** by supporting sustainable infrastructure investment for port assets.

It is proposed to amend the third bullet point in **RPO 141: High Quality International Connectivity-Ports** in *Section 6.3.4* as follows:

To achieve NSO: High Quality International Connectivity, the following port development actions are identified (subject to required appraisal, planning and environmental assessment processes ~~and implementation of mitigation measures outlined in applicable SEAs and AAs~~) while ensuring the protection of sensitive natural environments and the protection of natura sites, the protection of other harbour interests including recreation, tourism and residential amenity:

- Continued development and improvement of ports by the relevant responsible commercial State-Owned Enterprises consistent with sectoral priorities defined through National Ports Policy;
- Continued support for capital infrastructure projects in the Port of Cork's Strategic Development Plan including redevelopment of existing port facilities in Ringaskiddy and preparing City Docks and Tivoli for future regeneration;
- Continued support for the capital infrastructure projects in the Shannon-Foynes Port Company Infrastructure Development Programme including capacity extension works, ~~infrastructure investment towards deep water berthage on Foynes Island and off shore resources~~.
- Continued support for Rosslare Europort and Port of Waterford to maintain and strengthen linkages with EU markets;
- Strategic Review of Rosslare Europort;
- Strengthening and maintaining access to ports through enhanced transport networks and improved journey times including support for M11 and N80 improved connectivity to Rosslare, N28 Cork to Ringaskiddy Road and N21/N69 Limerick to Adare to Foynes;

- Investment in maritime services programmes to support aids to navigation, Coast Guards and pollution prevention activities.

MATERIAL AMENDMENT 64

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 144: Regional Airport Strategy** by supporting the development of an Airport Strategy for the Southern Region.

It is proposed to make amendments to **RPO 144** in *Section 6.3.4* as follows:

RPO 144: ~~Regional Airport Strategy~~ Airport Strategy for the Southern Region

To support the development of a ~~Develop a RSES Regional~~ Airport Strategy for the Southern Region to be prepared by the relevant stakeholders through consultation ~~with in consultation~~ with the Department of Transport, Tourism and Sports, Local Authorities, Airport Authorities, TII, NTA and other relevant stakeholders in the Southern Region. The implementation mechanisms and monitoring structures to be established following the adoption of the RSES will identify the scope and role of the Airport Strategy for the Southern Region and the timescale for its preparation.

MATERIAL AMENDMENT 65

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 145: High Quality International Connectivity - Airports** by supporting the economic role of our region's airport assets.

It is proposed to make amendments to **RPO 145: High Quality International Connectivity - Airports** in *Section 6.3.4* as follows:

To achieve NSO: High Quality International Connectivity, the following airport development actions for the Region are identified subject to required appraisal, planning and environmental assessment processes:

- a. Continued development and improvement of enterprise assets, access infrastructure, airport infrastructure and services at Cork and Shannon Airports by the relevant responsible commercial State-Owned Enterprises as key economic drivers, national tourism and national business gateways consistent with sectoral priorities defined through National Aviation Policy;
- b. Continued support for improved international connectivity through the role of our region's airport assets, support for the sustainable development of infrastructures and the safeguarding of safety zones.
- ↳ c. Support for continued exchequer assistance ~~support for smaller~~ regional airports under the Regional Airports Programme, support the role of Waterford Airport and Kerry Airports ~~a role for~~ and develop their potential as key tourism and business gateways for their regions as a complement to the services provided by the region's national airport gateways of Cork and Shannon.
- d. Support strategic route development for airports outside of Dublin (such as Public Service Obligations) and support extension of Regional Airports Programme.

e. Seek strengthened sustainable multi-modal transport access to airports.

6.3.5 Regional Policy Objectives for the Integration of Transport Planning with Spatial Planning Policies

MATERIAL AMENDMENT 66

EXPLANATORY NOTE:

The proposed amendment strengthens the requirements for the Integration of Land Use and Transport to support sustainable transportation.

It is proposed to make amendments to **RPO 146: Integration of land use and transport integration** in Section 6.3.5 as follows:

RPO 146: Integration of Land Use and Transport Integration

The following principles of land use and transport integration will guide development:

- For urban-generated development, the development of lands, within or contiguous with the existing urban areas ~~should~~ shall be prioritised over development in less accessible locations;
- ~~To the extent practicable,~~ Residential development ~~should~~ shall be carried out sequentially, whereby lands which are, or will be, most accessible by walking, cycling and public transport– including infill and brownfield sites – are prioritised;
- Larger scale, trip intensive developments, such as offices and retail, ~~should primarily~~ shall be focused into central locations highly accessible by sustainable transport modes;
- New employment and residential development ~~should~~ shall be consolidated and intensified in a manner which renders it serviceable by public transport and ensures that it is highly accessible, ~~at the local level,~~ by walking, cycling and public transport. Within the Metropolitan Areas of Cork, Limerick and Waterford, except in limited planned circumstances, trip intensive developments or significant levels of development shall ~~should~~ not occur in locations which are not well served by existing or proposed high capacity public transport;
- Land use development in smaller rural towns shall optimise public transport and sustainable travel integration within settlements. Public transport interchange ~~should~~ shall be facilitated to encourage modal shift to public transport and sustainable travel between settlements and on approach to settlements. The strategic transport function of national roads shall ~~should~~ be maintained and protected in accordance with national policy;
- All non-residential development proposals shall ~~should~~ be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift;
- In locations where the highest intensity of development occurs, an approach that caps car parking on an area-wide basis shall ~~should~~ be applied;
- Infrastructure for Electric Vehicles shall ~~should~~ be integrated into developments;
- The design of all roads and streets within the urban areas, including suburbs, towns and villages within the 60 kph zone shall be as per the Design Manual for Urban Roads and Streets (2013), being the designated appropriate road design standards for such locations.
- The protection of the Natura 2000 networks and the ecological linkages connected to the Natura 2000 network.

MATERIAL AMENDMENT 67

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 147: Local Planning Objectives** and the requirements for Local Planning Objectives to support sustainable transportation.

It is proposed to make amendments to **RPO 147: Local Planning Objectives** in *Section 6.3.5* as follows:

The following planning objectives ~~will shall~~ be incorporated into County Development Plans, Local Area Plans and Strategic Development Zone Planning Schemes:

- The management of space in urban areas, including suburbs, towns and villages ~~shall in town and village centres should~~ deliver a high level of priority and permeability for walking, cycling and public transport modes, increasing with place context value as per the provisions of the *Design Manual for Roads and Streets (2013)*, to create accessible, attractive, vibrant and safe, places to work, live, shop and engage in community life;
- Measures to facilitate the complementary use of private car, through appropriate local traffic management including the siting of destination car-parking, is central to achieving the correct balance of modal use;
- Planning at the local level ~~shall should~~ prioritise walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services, and other services at the local level such as schools;
- New development areas ~~shall should~~ be permeable for walking and cycling and the retrospective implementation of walking and cycling facilities ~~shall should~~ be undertaken where practicable in existing neighbourhoods, to a give competitive advantage to these modes;
- Where possible, developments ~~shall should~~ provide for filtered permeability. This would provide for walking, cycling, public transport and private vehicle access but at the same time would restrict or discourage private car through trips;
- To the extent practicable, proposals for right of way extinguishments ~~shall should~~ only be considered where these do not result in more circuitous trips for residents accessing public transport, or local destinations;
- Cycle parking ~~shall should~~ be appropriately designed into the urban realm and new developments at an early stage to ensure that adequate cycle parking facilities are provided ~~and designed in accordance with cycle parking design guidelines;~~ and
- For all major employment developments and all schools, travel plans ~~with a strong emphasis on sustainable travel modes shall should~~ be conditioned as part of planning permissions and be carried out in a manner consistent with published NTA guidance.

MATERIAL AMENDMENT 68

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 152: Local Transport Plans** and the requirements for Local Transport Plans.

It is proposed to make amendments to **RPO 152: Local Transport Plans** in *Section 6.3.5* as follows:

- LTPs will be prepared for the key settlements by Local Authorities, based on the Area Based Transport Assessment (ABTA) guidance produced by NTA and TII and will be focused on, but not limited to, Key Towns as designated in the RSES and other towns as identified by Local Authorities, including towns in metropolitan areas as a complement to Metropolitan Area Transport Strategies and certain other development areas identified within the metropolitan areas of Cork, Limerick Shannon and Waterford;
- LTP's will:
 - Maximise the opportunities for the integration of land use and transport planning;
 - Assess the existing traffic, transport and movement conditions within the plan area and in its wider context
 - Plan for the efficient movement of people, goods and services within, to and from the Plan area;
 - Identify the extent to which estimated transport demand associated with local development objectives can be supported and managed on the basis of existing transport assets; and
 - Identify the transport interventions required within the plan area and in the wider context, to effectively accommodate the anticipated increase in demand.
- LTPs will be subject to further environmental assessment at local level as part of the Local area plan process;
- LTPs will take into consideration the DTTAS National Policy Framework for Alternative Fuels Infrastructure for Transport 2017-2030;
- LTPs shall include provision for infrastructure for electric vehicles;
- Local Link Offices, (Transport Co-Ordination Units) will be consulted in the development of Local Transport Plans.

6.3.6 Transport Investment Priorities

MATERIAL AMENDMENT 69

EXPLANATORY NOTE:

The proposed amendment strengthens support for E-Mobility as a transport investment priority through a **new RPO**.

It is proposed to insert a **new RPO** in *Section 6.3.6: Transport Investment Priorities* for the transformative potential of E-Mobility and the potential of the region to be a leader in this sector as follows:

New RPO J: E-Mobility

To support the transformative potential of E- Mobility, autonomous vehicles, Mobility as a Service transport solutions and other emerging innovations in the transport and mobility sector through transport planning at regional, metropolitan and local level. Seek investment in actions and initiatives that position the region as a leader in the digital transformation of transportation, E-Mobility and sustainable mobility.

MATERIAL AMENDMENT 70

EXPLANATORY NOTE:

The proposed amendment strengthens support for multi-modal travel and interchange infrastructure to promote sustainable travel as a transport investment priority.

It is proposed to insert a **new RPO** in *Section 6.3.6: Transport Investment Priorities* for multi-modal travel chains as follows:

New RPO K: Multi-Modal Travel Integration

To deliver on sustainable mobility, investment is sought in infrastructure to provide for integration between all modes of transport to support the use of sustainable travel choices. Further details will be developed and progressed through Metropolitan Area Transport Plans, Local Transport Plans, in City/County Development Plans, Local Area Plans and SDZ's. Options to consider include:

- Bike and Ride facilities
- Park and Cycle facilities
- Park and Car Pool facilities
- Public bicycle sharing facilities
- Car sharing (GoCar type)
- Integration of cycling and public transport
- Carriage of bicycles on trains and (selected) buses
- Integrated ticketing to include bike and car sharing

MATERIAL AMENDMENT 71

EXPLANATORY NOTE:

The proposed amendment provides a **new RPO** which supports the role of Sustainable Mobility Targets for effective monitoring of our progress towards greater transition to sustainable transport and movement.

It is proposed to insert a **new RPO** in *Section 6.3.6* for achieving sustainable mobility targets as follows:

New RPO L: Sustainable Mobility Targets

(a): Through effective integration of land-use and transport planning, implementation of RPOs in the RSES and MASPs and actions driven through Development Plan, Local Area Plan, Metropolitan Area Transport Strategies and Local Transport Plans, significant progress is sought for the Southern Region to reduce the modal share of private car travel and increase the modal share of travel by walking, cycling, public transport and car sharing

(b): Support the function of Metropolitan Area Transport Strategies and Local Transport Plans to achieve higher rates of modal shift to sustainable transport.

(c): National Smarter Travel Targets are supported which seek to achieve a reduction of work-related commuting by private car to 45% of modal share by 2020 and commuting by walking, cycling, public transport and car sharing to 55% of modal share by 2020.

(d): Targets identified across Development Plans, Local Area Plans, Metropolitan Area Transport Strategies and Local Transport Plans shall be informed by an evidence base of existing

performance and will include the identification of actions to help achieve higher performance in modal shift to sustainable mobility. Targets will be reviewed and strengthened for a higher performance continually through effective implementation and monitoring.

MATERIAL AMENDMENT 72

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 155: Sustainable Mobility** by supporting smart technologies and innovation, multi-modal interchange facilities and opportunities for water-based transportation in harbour areas to promote greater sustainable mobility.

It is proposed to amend **RPO 155: Sustainable Mobility** in *Section 6.3.6* by adding and amending text as follows:

RPO 155: Smart and Sustainable Mobility

To deliver on NSO: Sustainable Mobility subject to the required appraisal, planning and environmental assessment processes. This includes the following sustainable mobility investment actions:

- Seek investment in initiatives that leverage intelligent transport systems and smart transport services, which would include real time information for all transport systems.
- Recognise the importance of public transport networks and multi-modal interchange
- Support Steady State Investment to maintain and upgrade the existing road, rail and bus networks to provide a quality service to transport users;
- Support initiatives under the Department of Transport, Tourism and Sport to reduce congestion in our region's cities primarily by enhancing and enhance sustainable travel options through Smarter Travel projects that include traffic management, bus priority, urban cycling and urban walking routes;
- Continued investment in bus and rail fleets;
- Reduction in the use of fossil fuels for public transport and increasing use of technology and green energy sources to pursue low emission public transport fleets;
- Delivery of the strategic bus network ~~Bus Connects~~ programmes for Cork, Limerick Shannon and Waterford metropolitan areas including associated customer services and facilities;
- ~~Development of strategic park and ride sites and customer facilities~~
- Investments to facilitate park and ride and multi-modal travel
- Delivery of comprehensive cycling and walking networks with an emphasis on Cork, Limerick Shannon and Waterford metropolitan areas; and
- Support and investigate the feasibility of sustainable water transportation services for Cork Harbour, Shannon Estuary and Waterford Harbour.

MATERIAL AMENDMENT 73

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 158: Investment in Strategic Road Connectivity** by supporting inter-regional multi-modal connectivity between metropolitan areas and economic corridors.

It is proposed to make amendments to **RPO 158: Investment in Strategic Road Connectivity** in Section 6.3.6 as follows:

RPO 158: Investment in Strategic ~~Road Connectivity~~ Inter Regional Multi-Modal Connectivity Between Metropolitan Areas and Within Economic Corridors

- a. Achieve and maintain the sustainable development of infrastructure that strengthens the quality of inter-regional connectivity between the metropolitan areas of Cork, Limerick-Shannon and Waterford to each other and to other regions on the Atlantic Economic Corridor, ~~extended Dublin-Belfast Eastern Corridor and to ports and airports,~~ subject to the required appraisal, planning and environmental assessment processes.
- b. Strengthen the quality of north to south Cork to Limerick (proposed M20 and Rail) connectivity, east to west Cork to Waterford (N25) connectivity and east to west Limerick to Waterford (potential upgrade of N24 to M24 and Rail) connectivity.
- c. Maintain the efficiency and safety of the existing national primary and secondary roads network by targeted transport demand management and infrastructure improvements.
- d. Facilities for sustainable transport are supported in strengthening the quality of inter-regional connectivity.

MATERIAL AMENDMENT 74

EXPLANATORY NOTE to RPO 159 AND RPO 160:

It is proposed to make amendments to RPO 159 National Road Projects and RPO 160 Investment in National, Regional and Local Roads in Section 6.3.6. The amendments are proposed in the context of strengthened RPOs for sustainable mobility and lower carbon transportation. Improvements to the region's strategic road network seek to enhance connectivity, especially rural connectivity and inter-regional connectivity where road corridors are essential for economic and social development and for the efficient movement of goods to markets, ports and airports. The amendments proposed specifically state that government priorities for delivery of infrastructure investment into the region are consistent with the National Development Plan. Where works to the strategic road network are supported, the potential for improved public transport and sustainable travel shall be considered. Road projects seek to relieve congestion in urban centres, to enable environmental and sustainable transport improvements within urban centres. Improvements have been identified through the regional consultation process as priorities for the region and will be subject to consideration under required appraisal processes, planning and environmental assessment processes and are subject to funding. Such projects will also be subject to consideration under Metropolitan Transport Strategies and Local Transport Plans where applicable. RPO 159 and 160 have also been edited to remove any duplication of road projects in both objectives.

The proposed amendments to **RPO 159: National Road Projects** are as follows:

The provision of ~~the following~~ National Road Projects to be delivered during the period up to 2027 to achieve NSO: Enhanced Regional Accessibility subject to the required appraisal, planning and environmental assessment processes are supported.

Under this RPO, where works to any part of the strategic road network are supported, the potential for improved sustainable transport shall be considered.

Under this RPO, for identified strategic road network improvements not included in the current NDP for the period 2018-2027, RSES seeks that:

- Government's current priorities remain in accordance with National Development Plan 2018-2027 priorities only.
- Improvements to national roads identified at a regional and local level shall be done in consultation with and subject to agreement with TII in accordance with current project appraisal, environment and planning procedures.
- DTTS/TII may not be responsible for the funding of any such schemes or improvements.

The following National Road Related Schemes and Projects under Project Ireland 2040 National Development Plan for National Roads are supported:

M20 Cork to Limerick

N8/N25 Dunkettle Interchange;

N69 Listowel Bypass;

N28 Cork to Ringaskiddy;

N21/N69 Limerick to Adare to Foynes (including Adare By Pass);

N22 Ballyvourney to Macroom;

N72/N73 Mallow Relief Road;

N25 New Ross Bypass;

M11 Gorey to Enniscorthy

The progression of the following National Road Projects at pre-appraisal stages to achieve NSO: Enhanced Regional Accessibility, subject to the required appraisal, planning and environmental assessment processes are supported:

- N11 Oilgate to Rosslare;
- N21 Newcastle West Bypass;
- N21 Abbeyfeale By pass;
- N24 Cahir to Limerick Junction;
- N24 Waterford to Cahir;
- N25 Waterford to Glenmore;
- N25 Carrigtwohill to Middleton

The provision of the following ~~National Road Related Schemes and~~ projects are also supported as strategic regional priorities to achieve NSO Enhanced Regional Accessibility subject to the

recommendations of the three MASPs, the preparation of associated Metropolitan Area Transport Strategies and the preparation of Local Transport Plans for key settlements and other urban centres where applicable. These measures are also subject to robust feasibility studies and site/route selection to reduce impacts on the environment and required appraisal, planning and environmental processes:

- Cork Northern Ring Road connecting the N22 to the M8 (a complementary scheme to the M20 identified in the NDP to be assessed as part of an overall transport strategy for the Cork Metropolitan Area. The outcome of the finalised CMATS is required to determine the nature and status of the scheme).
- ~~Orbital road network improvements in the Cork Metropolitan Area.~~
- New or improved orbital routes on the northern and southern sides of Cork City city
- N27 Cork-Cork International Airport
- N40 Junction improvements at Curaheen for CSIP
- Improved road access between the N25 and Cobh (including R624 to Marino Point and Cobh).
- Limerick Southside Accessibility Project M20/M7 Interchange
- Limerick Northern Distributor Route (LNDR) connect N18 to M7.
- Upgrade and improve the N24 Limerick to Waterford Corridor.
- New interchange M18 Quin Road Ennis
- Improvements N71, N72, N73, N86 Corridors
- N22 Farranfore-Killarney Bypass.
- ~~M11/M25 from Oilgate to Rosslare~~
- Improvements to N30 (including Clonroche By Pass)
- Upgrade N80 Enniscorthy to Carlow and Midlands
- N80-R448 Carlow Southern Relief Road
- Maintain and improve N77, N78
- Upgrade and improve N29-access to Port of Waterford Belview.
- Upgrade N62 Horse and Jockey to Thurles, to connect with M7 and M8
- N67/N85 Blakes Corner Ennistimon
- N85 Kilnamona Road Improvement Scheme

~~Refer to RSES Chapter 3 Key Towns for specific strategic relief road projects to enable the potential for sustainable growth, regeneration and enhanced active travel and public transport services to town centres in these settlements.~~

MATERIAL AMENDMENT 75

EXPLANATORY NOTE:

See previous Note to Material Amendment 74.

It is proposed to make amendments to **RPO 160: Investment in National, Regional and Local Roads** in *Section 6.3.6* as follows:

The following ~~national~~, regional and local road and transport ~~measures initiatives~~ will be progressed to achieve NSO: Enhanced Regional Accessibility subject to the recommendations of the three MASPs, the preparation of associated Metropolitan Area Transport Strategies and the preparation of Local Transport Plans for key settlements and other urban centres where applicable. These measures are

also subject to robust feasibility studies and site/ route selection to reduce impacts on the environment and required appraisal, planning and environmental assessment processes.

Under this RPO, where works to any part of the strategic road network are supported, the potential for improved sustainable transport shall be considered.

Under this RPO, for identified strategic road network improvements not included in the current NDP for the period 2018-2027, RSES seeks that:

- Government's current priorities remain in accordance with National Development Plan 2018-2027 priorities only.
- Improvements to roads identified at a regional and local level shall be in accordance with current project appraisal, environment and planning procedures.
- DTTS/TII may not be responsible for the funding of any such schemes or improvements.
- Shannon Crossing;
- Dingle Relief Road;
- Coonagh to Knockalisheen Main Contract;
- Realignment of R498 Nenagh/Thurles road at Latteragh;
- Killaloe Bypass/R494 upgrade;
- ~~Cork Northern Ring Road connecting the N22 to the M8~~
- The Cork Northern Distributor Road
- Carrigaline Western Distributor Road.
- ~~Cork Airport Improved Connectivity~~
- ~~Limerick Northern Distributor Road~~
- ~~Limerick Southside Accessibility Project M20/M7 Interchange.~~
- ~~Cork Metropolitan Area Transport Strategy~~
- Upgrade of the R624 Regional Road linking N25 to Marino Point and Cobh and designation to National Road Status
- Upgrade of the R630 Regional Road linking Midelton to Whitegate Road (Energy Hub) and designation to National Road Status.
 - Upgrading the R586 Regional Road from Bandon to Bantry via Dunmanway and support for designation to National Road Status.
 - Upgrading of the R572 linking Castletownbere Port to the N71
 - Upgrade of the R558 Regional Road linking Tralee to Fenit Port.
- Limerick R527 Dock Road, R445 Dublin Road, R527 Tipperary Road.
- R471 access to Shannon Free Zone.
- L3126 to Bunratty Castle.
- Thurles Inner-Relief Road
- Upgrade R498 Thurles to Nenagh
- Improve access from New Ross to the M9
- ~~Upgrade and improve the N29 – access to Port of Waterford Belview~~
- Upgrade and improve the R418 Tullow to Castledermot and Junction 4, M9
- Upgrade of the R 672 linking Clonmel & Dungarvan

Examples of projects currently subject to appraisal are set out below:

- Thurles Relief road;
- Tralee Northern Relief Road;
- Carlow Southern Relief Road (N80-R448);

- Abbey Road to Belmont Link Road – Ferrybank.

Refer to RSES Chapter 3 Key Towns for specific strategic relief road projects to enable the potential for sustainable growth, regeneration and enhanced active travel and public transport services to town centres in these settlements.

MATERIAL AMENDMENT 76

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 162: Rail** by supporting rail transport and facilities as a transport investment priority for the region.

It is proposed to make amendments to **RPO 162: Rail** in *Section 6.3.6* as follows:

To **seek to** strengthen investment in the maintenance, improvement and strengthening of **the rail network** in the Region subject to appropriate environmental assessment and the outcome of the planning process **including**. This will provide for:

- Future proofed infrastructures for rail in our transition to smart transport networks and low carbon society
- Improved journey times, services and passenger facilities to encourage greater use of rail travel between cities, towns and villages on the rail network across the region.
- Take immediate actions to transition transport fleets to non-fossil fuel and renewable / low emission energy sources.
- Invest in integrated, real-time, passenger information systems and passenger facilities.
- Optimisation of the existing rail network assets and the protection of these assets for our region's transition to greater levels of sustainable mobility, use of rail and achievement of lower carbon emissions;
- Investment in upgrading and modernisation of fleet, rail infrastructure and passenger facilities;
- Investment in commuter rail stations and services, especially in cities, suburbs and metropolitan areas;
- Investment in park and ride and multi-modal transport interconnection facilities with rail networks;
- Achieve improved journey times and frequencies;
- As identified in the National Development Plan, the Dublin – Limerick Junction/Cork rail lines are subject to an examination to move to higher speeds leading to improved connectivity to regional cities through improved rail journey times. An evaluation of the economic benefits of high-speed rail between Dublin-Belfast, Dublin-Limerick Junction and Dublin-Cork against improvements to existing line speeds will be carried out against relevant appraisal processes and value-for-money tests required by the Public Spending Code by 2020;
- Support feasibility assessments and investment in infrastructure to achieve high speed intercity rail services;
- Optimise rail freight to ports in the Southern Region.

MATERIAL AMENDMENT 77

EXPLANATORY NOTE:

The proposed amendment strengthens RPO 163: Bus in supporting bus transport and facilities as a transport investment priority for the region.

It is proposed to make amendments to **RPO 163: Bus** in *Section 6.3.6* as follows:

Through the functions of the NTA, seek the development of ~~sustainably develop~~ bus networks in the region focused on the following subject to appropriate environmental assessment and the outcome of the planning process, during the period of the RSES:

- Support the development of a bus service network development strategy for the region through the relevant stakeholders
- Investment in bus network and service improvements;
- Network reviews for the larger settlements across the Region, with a view to providing improved local bus services;
- Review of bus services between settlements;
- Review of local bus services throughout the region, including services to small towns and villages and the rural transport programme;
- New interchange facilities;
- ~~New fare structures;~~
- New fare structure that fully integrates all public transport modes including bicycle share, car share etc. Such systems need to be easy to use and attractive for commuters to incentivise uptake, including carrying of bicycles on trains and inter-urban buses.
- Enhanced passenger information
- Improvements to bus waiting facilities
- Support strategic bus networks ~~Bus Connects~~ through identification, safeguarding and phasing of strategic bus network ~~Bus Connects~~ routes throughout Southern Regional Cities
- Enhanced rural bus services including Local Link and community bus services.
- Upgrade of bus fleet to low carbon/low emission.
- Buses to be accessible for all

MATERIAL AMENDMENT 78

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 166: Walking and Cycling** by supporting sustainable transport, especially the role of cycling and cycling infrastructure, as a transport investment priority for the region

It is proposed to make amendments to **RPO 166: Walking and Cycling** in *Section 6.3.6* as follows:

The following walking and cycling objectives ~~are supported and~~ will guide investment subject to the required appraisal:

- Delivery of the cycle network set out in the three regional cities' metropolitan area Cycle Network Plans, inclusive of key commuter routes and greenways subject to SEA and AA where required;
- Delivery of cycle routes, Greenway and Blueway corridor projects ~~subject to appropriate site selection and environmental assessment processes~~, having regard to

the Strategy for the Future Development of National and Regional Greenways July 2018;

- ~~Provide safe cycling routes in towns and villages where appropriate across the region;~~
- Delivery of high-quality safe cycle route network across the region and cycling environments (applicable to cities, towns and villages) with provision for segregated cycle tracks.
- Development of a safe cycling infrastructure to cater for the needs of all groups of cyclists, especially new cyclists, school children, elderly etc.
- Safe cycle routes especially in the approach to schools.
- Greenways in the region shall be linked up to a network to improve connectivity within the region for commuter cyclists in addition to recreational amenity functions.
- Creating a safer environment for cyclists off the arterial roads shall be supported by large scale 30 km/h limits (except for main arterial roads) and adequate junction re-design.
- A cycle network that is coherent, continuous and safe, particularly when going through busy junctions.
- Alternative “quiet” routes must be established and signposted for cycling and walking to improve the experience and uptake of active travel.
- All significant development proposals shall be required to provide a Quality Audit, as referred to in the Design Manual for Roads and Streets.
- Place walkability and accessibility by walking mode as a central objective in the planning and design of all new developments/new development areas, transport infrastructure and public transport services.
- Enhance pedestrian facilities in all urban areas in the region;
- A buffer distance shall be maintained between walking, cycling, Greenway and Blueway corridors and from coastal areas, particularly those subject to current and future erosion, as well as rivers and canals to ensure protection of riparian zones and;
- Such initiatives shall commit to feasibility and route selection studies with a view to identifying and subsequently avoiding high sensitivity feeding or nesting points for birds and other sensitive fauna.

Chapter 7 Quality of Life

7.1 Regional Quality of Life

MATERIAL AMENDMENT 79

EXPLANATORY NOTE:

The proposed amendment to **RPO 169: Childcare, Education and Health Services** seeks to strengthen narrative to promote policy in support of Healthy communities

It is proposed to add to **RPO 169 Childcare, Education and Health Services** in *Section 7.1* as follows:

To improve access to Quality Childcare, Education, and Health Services through initiatives and projects under the National Development Plan (NDP) 2018-2027, *alignment with [Healthy Ireland](#) and support development of outreach and community services for an expanding and ageing population.*

MATERIAL AMENDMENT 80

EXPLANATORY NOTE:

The proposed amendment to **RPO 170: Universal Health Services** seeks to strengthen the wording of this objective in support of universal health services.

It is proposed to provide additional wording to **RPO 170: Universal Health Services** in *Section 7.1* as follows:

Delivery of better universal health services including mental health, at all levels of service delivery, *including provision of 24 Hour Accident and Emergency Services and implementation of Sláintecare for an expanding and ageing population across the region.*

MATERIAL AMENDMENT 81

EXPLANATORY NOTE:

The proposed amendment to **RPO 171: Diverse and Socially Inclusive Society** seeks to strengthen the wording of this objective in support of a Diverse and Socially Inclusive Society. This proposed amendments merges content from **RPO 172: Social Inclusion** and should therefore be read in conjunction with Material Amendment 82.

It is proposed to replace the wording of **RPO 171: Diverse and Socially Inclusive Society** as follows:

To plan for a more diverse and socially inclusive society, ~~prioritising parity of opportunity and improved well-being and quality of life for all citizens of the region through enhanced integration programmes and measures to support sustainably accessible communities and the provision of associated services~~ which:

- (a) Recognises the positive contribution of migrants, refugees, asylum seekers to multi-cultural communities and the economic life of an area and supports Government policy The Migrant Integration Strategy.
- (b) Prioritises parity of opportunity and improved well-being and quality of life for all citizens of the region including for example LGBT community, travellers and minority groups through enhanced integration programmes, measures to support sustainable accessible communities and the provision of associated services.

MATERIAL AMENDMENT 82

EXPLANATORY NOTE:

It is proposed to merge the content of **RPO 172: Social Inclusion** with RPO 171 as detailed in Material Amendment 81. Thus RPO 172 is effectively a **new RPO** to address the support “Volunteering and Active Citizenship” and to reflect the contribution of volunteers in communities across the region.

It is proposed to replace the wording of RPO 172 as follows:

~~RPO 172: Social Inclusion~~

~~To prioritise social inclusion that offers safeguards to our diverse communities including for example LGBT community, travellers, migrants, asylum seekers and minority groups.~~

RPO 172 Social Inclusion Volunteering and Active Citizenship

To support the empowerment of individuals and groups in communities through volunteering and active citizenship, recognising the collective contribution of time and effort to the common good. Local Authorities and other public bodies and agencies should support active citizen engagement, whether it is through participation in a resident’s association or lobby group, or volunteering to help out in a local sports club, caring for a family member or neighbour or simply being active and caring about the local neighbourhood, the environment as well as larger global and national issues.

MATERIAL AMENDMENT 83

EXPLANATORY NOTE:

The proposed amendment to **RPO 173: Equal Access** will strengthen the wording of this objective to promote equal access.

It is proposed to provide additional wording to **RPO 173: Equal Access** in *Section 7.1* as follows:

~~To promote disability awareness and improve equal access for all through improve equal access for all abled and disabled people through~~ universal design for public transport access, housing, social, cultural and recreational facilities and the public realm to improve quality of life equally for abled and disabled citizens in our region. Local Authorities should ensure that decision-making in relation to investment in infrastructure and facilities is informed by an appropriate level of environmental assessment.

MATERIAL AMENDMENT 84

EXPLANATORY NOTE:

The proposed amendments to **RPO 175: Digital Strategies** seek to strengthen the wording of this objective in support of Digital Strategies.

It is proposed to provide additional wording to **RPO 175: Digital Strategies** in *Section 7.1* as follows:

Local Authority Digital Strategies should ~~ensure that an older age cohort is not disadvantaged through lack of access to training and supports for new technologies~~ take account of the aging population and varying levels of technological know-how and access and should prepare detailed strategies in collaboration with education providers to address training needs and support digital literacy. These strategies should focus on and promote the development of new technologies, interfaces, and methods to address the challenges faced by the aging population and should prioritise technological solutions that address these challenges. Local authorities and other agencies should prioritise the

adoption of technologies that allow for greater access to facilities and services for all citizens regardless of age and technological competency.

MATERIAL AMENDMENT 85

EXPLANATORY NOTE:

The proposed amendments to **RPO 176: TUSE and MTU** seek to strengthen policy in support of the establishment of new technical universities.

It is proposed to provide additional wording to **RPO 176: TUSE and MTU** in *Section 7.1* as follows:

To support the further enhancement of higher education provision in the region through the establishment of two new high-quality universities of international standing, the Multi-Campus Technological University of the South East (TUSE) including development of the Wexford Campus and the Munster Technological University (MTU) and development of associated land and buildings for associated enterprise and industry.

MATERIAL AMENDMENT 86

EXPLANATORY NOTE:

The proposed amendments to **RPO 177: New School Facilities** seek to strengthen the wording of this objective in relation to New School Facilities.

It is proposed to amend **RPO 177: New School Facilities** in *Section 7.1* as follows:

To support a planned approach to location of our education provision of new school facilities such that proposed locations shall be that are accessible by cycling/walking from the main catchment areas and accessible by public transport with appropriate safe facilities. Local Authorities should ensure that a robust site selection process is followed in the selection of new school locations taking into account proximity to community developments such as community centres, playing fields, libraries etc. so that the possibility of sharing facilities can be maximised. New educational development/infrastructure should be informed by anticipation of demand for student capacity and Local Authorities should ensure that that decision-making is informed by an appropriate level of environmental assessment. ~~New development/infrastructure is informed by an appropriate level of environmental assessment.~~

MATERIAL AMENDMENT 87

EXPLANATORY NOTE:

The proposed amendments to **RPO 181: Higher Education and Further Education and Training (FET)** seek to strengthen policy in Higher Education and Further Education and Training.

It is proposed to amend **RPO 181: Higher Education and Further Education and Training (FET)** in *Section 7.1* as follows:

It is an objective to increase the investment in our region's Higher Education and Further Education and Training (FET) Sector and Research, recognising that:

(a): The Further Education Sector is a lead contact point for citizens to re-engage with learning and support investment in Development and Innovation capacity, and the initiatives of the Regional Skills Fora and Lifelong Learning and

(b): The important role of the Education and Training Boards in the further education sector, creating a diversity of skills, education, lifelong learning and enabling access to job opportunities for citizens is recognised. It is an objective to support investment in ETB facilities and initiatives.

MATERIAL AMENDMENT 88

EXPLANATORY NOTE:

The proposed amendment to **RPO 182: Lifelong Learning and Healthy City initiatives** seeks to strengthen policy in support of Lifelong Learning.

It is proposed to amend **RPO 182: Lifelong Learning and Healthy City initiatives** in *Section 7.1* as follows:

It is an objective to:

(a) Foster an interagency approach to integrating Lifelong Learning and Healthy City initiatives across the region as essential components as exemplified in Cork and Limerick's attainment of UNESCO Learning City status and extend the UNESCO Learning City status to Waterford city, to create a regional knowledge triangle is an explicit aim of the RSES.

(b) Support the Irish Network of Learning Cities and preparation and implementation of a Learning Region Strategy.

7.2 Cultural Heritage and the Arts

MATERIAL AMENDMENT 89

EXPLANATORY NOTE:

The proposed amendment to **RPO 183: Cultural and Creative Sectors** seeks to strengthen the wording of policy in support of the cultural and creative sectors.

It is proposed to make amendments to **RPO 183: Cultural and Creative Sectors** as in *Section 7.2* follows:

To develop a vibrant cultural and creative sector in the Southern Region as a key enabler for enterprise growth, innovation, regeneration, place-making and community development, health and well-being and support measures under Culture 2025, Creative Ireland Strategy 2017-2022 and Action Plan for Rural Development. *Local Authorities and public agencies should support development of a network of community arts and cultural hubs.*

MATERIAL AMENDMENT 90

EXPLANATORY NOTE:

The proposed amendment to **RPO 185: Collaborative Regional Partnerships** seeks to strengthen policy in support of the establishment of development of Collaborative Regional Partnerships.

It is proposed to make amendments to **RPO 185: Collaborative Regional Partnerships** in *Section 7.2* as follows:

It is an objective to develop Collaborative Regional Partnerships to

(a) enhance opportunities for the development of cultural and creative strategy across County or SPA boundaries, in conjunction with the Regional Assembly, Fáilte Ireland and other public bodies/agencies/ Government Departments and

(b) seek support and investment towards a vibrant network of local/community hubs, based around the region as locations for collaboration and creativity.

MATERIAL AMENDMENT 91

EXPLANATORY NOTE:

The proposed amendments to **RPO 187: Language Plans** seek to expand on the roles and potential of Language Plans for na Gaeltachtaí.

It is proposed to make amendments to **RPO 187: Language Plans** in *Section 7.2* as follows:

Support Designated 'Lead Organisations' and other public bodies in the preparation of Language Plans as the key planning framework for Gaeltacht development in each of the designated Language Planning Areas and Gaeltacht Service Towns. Lead Organisations and other public bodies shall support communities the centralising position of Irish in society and normalising use of Irish through the development of Language Plans.

MATERIAL AMENDMENT 92

EXPLANATORY NOTE:

The proposed amendment to **RPO 188: Gaeltacht** seeks to strengthen policy in relation to economic opportunities in na Gaeltachtaí.

It is proposed to make amendments to **RPO 188: Gaeltacht** in *Section 7.2* as follows:

It is an objective to support the development of a network of economic and social infrastructure to address the remote locations of the Gaeltacht which shall include:

- Identification of Gaeltacht areas as economic loci and support for the role of Údaras na Gaeltachta in developing economic strengths and opportunities in the Gaeltacht and mechanisms to support access to employment and social enterprise.
- The development of the Gaeltacht network of digital hubs;
- Support for the development and upgrading of regional enterprise infrastructure and accommodation for the Gaeltacht and provision of appropriately located zoned and serviced lands to support enterprise space;
- Local Authorities should ensure that decision- making relating to the development of social and economic infrastructure including the development of communications and renewable energy are informed by an appropriate level of environmental assessment.

MATERIAL AMENDMENT 93

EXPLANATORY NOTE:

The proposed amendment to **RPO 190: Sport and Community Organisations** seeks to strengthen policy in support of the regional recreational and sporting facilities and increased activity in the community.

It is proposed to make amendments to **RPO 190: Sport and Community Organisations** in *Section 7.2* as follows:

To support investment in sport and community organisations in the region through the Sports Capital Programme. Local Authorities shall support the vision and objectives of the National Sports Policy,

including working with local sports partnerships, clubs, communities and partnerships within and beyond sport, to increase sport and physical activity participation levels locally.

MATERIAL AMENDMENT 94

EXPLANATORY NOTE:

The proposed amendment to **RPO 193: Greenway and Blueway Corridors** seeks to strengthen policy in support opportunities for access to outdoor areas and walking routes and trails.

It is proposed to make amendments to RPO 193 in *Section 7.2* as follows:

RPO 193: National Trails, Walking Routes, Greenway and Blueway Corridors

To support investment in the development of walking and cycling facilities, greenway and blueway corridors within the region and extending into and between our region's settlements. Proposals for investment in walking and cycling facilities, greenway and blueway corridors should be based on rigorous site/route selection studies and Local Authorities should ensure that decision-making in relation to such developments is informed by an appropriate level of environmental assessment, including all necessary reports to assess the potential impact on designated European sites and on biodiversity outside of formal protections such that proposed development does not contribute to loss of biodiversity. Local Authorities and other public agencies shall actively promote and support access to rural areas including upland areas, forestry, coastal areas and the development of and existing walking routes, pilgrim paths, mountain trails and nature trails in conjunction with other public bodies, representative agencies and community groups and shall identify and protect existing paths, walkways and rights of way.

7.3 Environmental and Built Heritage

MATERIAL AMENDMENT 95

EXPLANATORY NOTE:

The proposed amendment to **RPO 194: Natural Heritage, Biodiversity and Built Heritage Assets** seeks to strengthen policy in support of Natural Heritage, Biodiversity and Built Heritage Assets.

It is proposed to make amendments to **RPO 194: Natural Heritage, Biodiversity and Built Heritage Assets** in *Section 7.3* as follows:

To support initiatives that enhance and protect our region's unique natural heritage, biodiversity and built heritage assets, recognising the contribution which education and outreach can play in developing understanding of biodiversity and heritage in our communities. Such initiatives should secure funding to support projects in the region in line with the National Biodiversity Action Plan.

Chapter 8 Water and Energy Utilities

8.1 Sustainable Management of Water Supply

MATERIAL AMENDMENT 96

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 200: Irish Water and Water Supply** and addresses seasonal pressures on water infrastructure and support investment in water infrastructure

It is proposed to make amendments to **RPO 200: Irish Water and Water Supply** in *Section 8.1* as follows:

It is an objective to:

- a. Seek Irish Water to revise the Draft Investment Plan (2020-2024) and subsequent investment plans to align the supply of water services with the settlement strategy and objectives of the Southern Region RSES and Metropolitan Area Strategic Plans for Cork, Limerick-Shannon and Waterford.
- b. Seek Investment Plans for water services to plan for and address seasonal pressures on critical service infrastructure (such as from tourism), climate change implications (droughts, storms, flooding) and seek active measures to reduce leakage.
- c. Delivery and phasing of services shall be subject to the required appraisal, planning and environmental assessment processes and shall avoid adverse impacts on the integrity of the Natura 2000 network.
- d. Local Authority Core Strategies shall demonstrate compliance with DHPLG Water Services Guidelines for Planning Authorities and demonstrate phased infrastructure led growth to meet demands on the water supply, suitability of new and/or existing drinking water sources (for example hydromorphological pressures) and prevent adverse impacts the integrity of water dependent habitats and species within the Natura 2000 network.

MATERIAL AMENDMENT 97

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 203: Irish Water and Wastewater** by addressing seasonal pressures on water infrastructure and support investment in water infrastructure

It is proposed to make amendments to **RPO 203: Irish Water and Wastewater** in *Section 8.1* as follows:

It is an objective to seek Irish Water to revise the Draft Investment Plan (2020-2024) and subsequent investment plans, to align the supply of waste water treatment facilities with the settlement strategy and objectives of the Southern Region RSES and Metropolitan Area Strategic Plans for Cork, Limerick Shannon and Waterford and seek Investment Plans for waste water and treatment to plan for and address seasonal pressures on critical service infrastructure (such as from tourism).

MATERIAL AMENDMENT 98

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 205: Rural Wastewater and Treatment Programmes** by addressing investment in rural wastewater infrastructure.

It is proposed to make amendments to **RPO 205: Rural Wastewater and Treatment Programmes** in *Section 8.1* as follows:

It is an objective to support investment in the sustainable development of rural waste water treatment programmes and supports the initiatives of Irish Water, Local Authorities, communities and developers in small rural settlements to identify sustainable solutions subject to available funding for such services. *Services for towns and villages that currently have no wastewater infrastructure will be prioritised in investment plans.*

MATERIAL AMENDMENT 99

EXPLANATORY NOTE:

The proposed amendment strengthens the **RPO 213: Renewable Energy Generation and Transmission Network** supporting local renewable energy projects and support the region as a Carbon Neutral Energy Region.

It is proposed to amend **RPO 213: Renewable Energy Generation and Transmission Network** in *Section 8.1* as follows:

(a): Local Authority City and County Development Plans shall support the sustainable development of renewable energy generation and demand centres such as data centres *which can be serviced with a renewable energy source* (subject to appropriate environmental assessment and the planning process) to spatially suitable locations to ensure efficient use of the existing transmission network.

(b): RSES suppose strengthened local/community renewable energy networks, micro renewable generation, climate smart countryside projects and connections from such initiatives to the grid.

(c): RSES supports the Southern Region as a Carbon Neutral Energy Region.

8.3 Gas Networks

MATERIAL AMENDMENT 100

EXPLANATORY NOTE:

The proposed amendment strengthens the **RPO 217: Gas Networks** to support the Gas Network's transition to a carbon neutral network and supports extension of the gas network to service the Kerry Hub and Knowledge Triangle.

It is proposed to amend **RPO 217: Gas Networks** in *Section 8.3* as follows:

Subject to appropriate environmental assessment and the planning process where required:

- a. It is an objective to promote ~~the gas network and~~ renewable gas leading to carbon emission reduction in agriculture, industry, heating and transport as well as sustainable local employment opportunities.
- b. Support the transition of the gas network to a “carbon neutral” gas network by 2050, which will drive Ireland and the Southern Region to becoming a low carbon society.
- c. It is an objective to support investment in the sustainable development of agricultural biogas sector and regional gas supply projects which strengthen gas networks in the region and assist integration of renewable gas to the grid network.
- d. It is an objective to support investment in developing renewable gas ~~and provision of CNG refuelling infrastructure~~ which will help reduce the Green House Gas emissions in both the agriculture and transport sectors and support Carbon Capture and Storage initiatives, which has the potential to decarbonise power generation at scale
- ~~b~~ e. It is an objective to strengthen the gas network sustainably to service settlements and employment areas in the Southern Region, support progress in developing the infrastructures to enable ~~permitted gas energy supply facilities, such as the Tarbert/ Ballylongford landbank in Co Kerry to enhance the natural gas grid~~ strategic energy projects in the Southern Region. An example is the Tarbert/Ballylongford landbank in Co Kerry which is a strategic development site under the Strategic Integrated Framework Plan for the Shannon Estuary and support for the extension of the Gas Network from Listowel into the Kerry Hub and Knowledge Tri-Angle settlements of Tralee, Killarney and Killorglin.

Chapter 9 Implementation, Monitoring & Evaluation

9.3 Implementation

Material Amendment 101

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 218: Implementation Mechanism for MASPs** and provides greater clarity regarding the implementation phase of the RSES.

It is proposed to reword **RPO 218: Implementation Mechanism for MASPs** in *Section 9.3* as follows:

RPO 218: Implementation Mechanism for the Strategy & MASPs

Following the adoption of the RSES the SRA will establish ~~implementation mechanisms to oversee progress on the implementation of the MASP for Cork, Limerick–Shannon and Waterford~~ robust structures for the implementation phase to ensure the delivery of the Strategy and the MASPs is specific, measurable, attainable, realistic and time bound. The implementation phase will be guided by action plans that include time bound targets, progress indicators and a set project tracking plan in consultation with relevant stakeholders to ensure the effective and efficient delivery of the Strategy.

Material Amendment 102

EXPLANATORY NOTE:

The proposed amendment strengthens **RPO 219: Funding** by citing available and potential funds which could be availed of.

It is proposed to reword **RPO 219** in *Section 9.3* as follows:

RPO219: Investment and Funding

It is an objective of the Strategy to support Local Authorities and State Bodies in promoting compact growth and sustainable development and in to future proof our cities and towns in achieving the drawdown of investment funds, including national rural, urban, technology and climate funds, the EU Regional Operational Programmes and other EU funds available to the region. internal and external collaborations and partnership opportunities

9.4 Monitoring & Reporting

Material Amendment 103

EXPLANATORY NOTE:

The proposed amendment to **RPO 221: RSES Monitoring Committee** and **RPO 222: Monitoring** in *Section 9.4 Monitoring and Reporting* relates to strengthening the narrative on monitoring and reporting of the progress of the RSES during the implementation phase. This will involve merging the two RPOs to focus on the overall monitoring and evaluation process for the RSES. It is proposed that that merged RPO will be titled “Monitoring the Strategy”.

It is proposed to merge **RPO 221: RSES Monitoring Committee** and **RPO 222: Monitoring** into one RPO and make the following changes:

RPO M: Monitoring the Strategy

~~Following adoption of the RSES, establish a RSES Monitoring Committee to oversee progress on the implementation of the RSES and to identify opportunities to drive regional development and leverage new funding, partnership and collaboration opportunities in the Region~~

The Southern Regional Assembly will put in place a robust and transparent monitoring system to ensure that the progress of the regional objectives can be tracked against their baseline data at regular intervals during the life of the Strategy. This will include:

a. making baseline data available as a shared evidence base, as appropriate, for the Region to Local Authorities and other public bodies which will inform the preparation and implementation of City and County Development Plans, Local Area Plans and Local Economic and Community Plans.

~~a b. it is an objective to~~ carrying out a regular updates of baseline date for monitoring purposes, including integration of baseline data, if available, from other relevant reports, strategies and data repositories. ~~date from EPA State of the Environment Reports and NPWS Article 12 and Article 17 reporting an to make this data publicly available to facilitate evidence-based policy making and evaluation in the Region.~~

~~b c. It is an objective to~~ supporting the establishment of regional working groups to improve the coherence of European Site protection and management, facilitate data sharing and exchange on transboundary sites and to address cross-boundary site and species protection.

d. A monitoring committee will be established with cross-sectoral and cross-regional representation to oversee progress and contribute to the process. The process will facilitate the involvement of relevant stakeholders throughout the implementation of the RSES to provide input on progress.

Cork Metropolitan Area Strategic Plan

1.3 Context of other Strategic Planning Initiatives

MATERIAL AMENDMENT 104

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Policy Objective 1** to allow flexibility to respond to changes in planning policy, infrastructure requirements and prioritises that will arise in the area which are added to Cork City following the boundary extension and to support investment in physical and social infrastructure and regeneration initiatives in the existing metropolitan towns and communities

It is proposed to make amendments to **Cork MASP Policy Objective 1** as follows:

- a. To strengthen the role of the Cork Metropolitan Area as an international location of scale, a complement to Dublin and the primary driver of economic and population growth in the Southern Region
- b. To promote the Cork Metropolitan Area as a ~~cohesive single metropolitan employment and property market~~ **cohesive single functional entity** where population and employment growth is integrated with: (i) the city centre as the primary location at the heart of the metropolitan area and region reinforced by (ii) the continued regeneration, consolidation and infrastructure led growth of the city centre, Cork City Docklands, Tivoli and suburban areas (iii) active land management initiatives to enable future infrastructure led expansion of the city and suburbs (to be assessed by Core Strategy initiatives) and (iv) the regeneration, consolidation and infrastructure led growth of metropolitan towns and other strategic employment locations in a sustainable manner.
- c. Seek co-ordinated investment and delivery of holistic infrastructure packages across State Departments and infrastructure delivery agencies as they apply to the Cork Metropolitan Area and seek further investments to deliver on the Metropolitan Area Goals (see Volume 2 Introduction to MASPs and Appendix 3).
- d. The Cork MASP allows flexibility to respond to changes in planning policy, infrastructure requirements and prioritises that will arise in the area which will be added to Cork City as a result of the boundary extension, framed by the principles set out in RPO 8 Compact Growth in Metropolitan Areas, other objectives of the Cork MASP and MASP Goal 7 in Appendix 3.

e. Support communities in Metropolitan Towns through regeneration initiatives, investment to support retrofitting holistic infrastructures (physical, social, recreational, public transport inter alia), seek vibrant metropolitan communities with a high quality of life, mixed uses and services and seek the infrastructure led sustainable compact growth of metropolitan settlements.

f. Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate

g. The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region

1.4 Cork City: The Heart of the Metropolitan Area and Region

MATERIAL AMENDMENT 105

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Policy Objective 2: Cork City** to support regeneration and renewal initiatives in Cork City and supports the economic role of innovation enabling assets.

It is proposed to make amendments to **Cork MASP Policy Objective 2: Cork City** as follows:

a. To strengthen the consolidation and regeneration of Cork City Centre to drive its role as a vibrant living, retailing and working city, the economic, social and cultural heart of the Cork Metropolitan Area and Region.

b. Seek investment to achieve the infrastructure led brownfield regeneration of the Cork City Docklands and Tivoli as high quality, mixed use sustainable waterfront urban quarters, transformative projects which set national and international good practice standards in innovation, green and quality design, exemplary urbanism and place making.

c. Seek investment to achieve regeneration, consolidation in the city suburbs and high quality architectural and urban design responses to enhance the uses of this waterfront.

d. To strengthen the attributes and opportunities for the city centre, including transformative initiatives such as the City Centre Strategy and other initiatives as identified by the City Development Plan (existing and future).

e. Seek investment for the enhancement and refurbishment of existing public buildings as a driver for private sector development e.g. English Market.

f. Seek to achieve High Quality Design to reflect the high-quality architectural building stock.

g. Seek delivery of a network of large city parks.

h. Strengthen Social and Community Development

i. Support active regeneration initiatives that are on-going, especially driven through the Local Economic Community Plan, Local Community Development Committee and RAPID initiatives.

J: Seek investment towards initiatives that tackle high housing vacancy rates and seek conversion of vacant stock to active housing uses.

K: Support investment in strategic national innovation enabling assets within the city, specifically the expansion of Tyndall National Institute to the North Mall and the development of UCC's new Cork University Business School in the city centre

1.7 Cork Metropolitan Area Strategic Plan and the Wider Region

MATERIAL AMENDMENT 106

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Policy Objective 4: Cork Metropolitan Area Regional Interactions** to support connectivity between each metropolitan area and supports the service role of Cork City for the Gaeltacht

It is proposed to make amendments to **Cork MASP Policy Objective 4: Cork Metropolitan Area Regional Interactions** as follows:

In support of the role of the Cork Metropolitan Area as the primary driver of economic and population growth in the Southern Region, seek to strengthen inter-regional and intra-regional connectivity (public transport, strategic road network and digital) subject to the outcome of environmental assessments and the planning process:

a. Between the Cork Metropolitan Area and the other metropolitan areas of Galway, Limerick-Shannon and Waterford, strengthen connectivity to the Atlantic Economic Corridor, to the Kerry Hub and Knowledge Triangle and strengthen connectivity to ~~on~~ the TEN-T Network ~~Corridor~~.

b. Between the Cork Metropolitan Area and Key Towns in the Southern Region, especially Key Towns in the South West which include Mallow, Clonakilty, Tralee and Killarney and Dungarvan in the South East.

c. Between the Cork Metropolitan Area and settlements in a strategic North Cork Agri-Tech Network with Mallow Key Town, in a strategic West Cork Marine Network with Clonakilty Key Town and a central North and West Network connecting the two, initiatives which will be progressed through the County Development Plan process.

d. Between the Cork Metropolitan Area and the ring towns of Bandon, Fermoy, Macroom, Kinsale and Youghal through the sustainable development of enhanced critical mass to attract new investment in employment, services and public transport and support Kinsale's role as a Principal Tourist Attraction.

e. Recognise the strategic service role of the Cork Metropolitan Area for the Gaeltacht.

f. Support multi modal enhanced connectivity between Cork, Limerick-Shannon and Waterford-N20/M20, N24/M24 via M8 (potential upgrade of N24 to M24) and N25 corridors and N28 upgrade to Ringaskiddy together with enhanced rail connectivity via the Limerick Junction Rail Hub.

3.0 National Enablers

MATERIAL AMENDMENT 107

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Policy Objective 6: National Enablers** to support higher density to enable improved public transport networks

It is proposed to make amendments to **Cork MASP Policy Objective 6: National Enablers** as follows:

- a. It is an objective to seek sustainable delivery of enablers as identified in the NPF/NDP for the Cork Metropolitan Area and to progress co-ordination between the principal stakeholders, [subject to the recommendations of CMATS \(see Section 4.0\)](#) and required feasibility, planning and environmental assessment processes. Identification of suitable sites for regeneration and development should be supported by a quality site selection process that addresses environmental concerns [and high-quality design to drive increased density enabling the roll out of sustainable public transport solutions.](#)
- b. It is an objective to implement innovative and collaborative projects through funding mechanisms such as the Urban Regeneration and Development, Rural Regeneration and Development, Climate Action and Disruptive Technologies funds.

4.1 Distribution of Growth Based on Integrated Land Use and Transportation

MATERIAL AMENDMENT 108

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Policy Objective 7: Integrated Landuse and Transport Planning** to support sustainable transport and land use and transport planning integration at nodal locations

It is proposed to make amendments to **Cork MASP Policy Objective 7: Integrated Landuse and Transport Planning** as follows:

Seek delivery of the following subject to the outcomes of required appraisal, planning and environmental assessment processes [including SEA and AA as appropriate:](#)

- a. It is an objective to prepare a Cork Metropolitan Area Transport Strategy (CMATS).
- b. Seek investment and delivery of sustainable transport infrastructure as identified through [the a Cork Metropolitan Area Transport Strategy and delivery of e-mobility infrastructures](#)
- c. The Core Strategies of City and County Development Plans in the Cork Metropolitan Area shall allocate the distribution of future population and employment growth with the integration of land use

and transportation planning principles, public transport nodal points and targets identified through the Cork Metropolitan Area Transport Strategy. ~~which will be subject to the relevant environmental requirements including SEA and AA as appropriate.~~

d. Achieve the National Strategic Outcomes of the NPF, through the sustainable and infrastructure led:

- Regeneration, consolidation and growth of the City Centre, Docklands and city suburban areas.
- Regeneration, consolidation and growth of strategic residential, employment and nodal locations along a potential new Light Rail Corridor
- Regeneration, consolidation and growth of strategic residential, employment and nodal locations along a Suburban Rail Corridor
- Regeneration, consolidation and growth of strategic residential, employment and nodal locations along ~~strategic bus network~~ BusConnects corridors.

e. Identify and deliver strategic locations for increased residential and employment use at nodal locations where there is a strong interconnection between the planned Light Rail Transit Route and the strategic bus network -infrastructure.

e f. Seek sustainable higher densities where practicable at public transport nodal points.

MATERIAL AMENDMENT 109

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Policy Objective 8: Cork Metropolitan Area Transport Strategy (CMATS)** to support sustainable transport and the Cork Metropolitan Area Transport Strategy.

It is proposed to make amendments to **Cork MASP Policy Objective 8: Cork Metropolitan Area Transport Strategy (CMATS)** as follows:

Cork MASP Policy Objective 8: ~~Cork Metropolitan Area Transport Strategy (CMATS)~~ Key Transport Objectives (to be informed by Cork Metropolitan Area Transport Strategy)

~~Seek delivery of the following subject to~~ Subject to the finalisation of the Cork Metropolitan Area Transportation Strategy (CMATS) and the outcomes of required appraisal, planning and environmental assessment processes including SEA/AA as appropriate:

a. The SRA will seek investment in the sustainable development and implementation of the Cork Metropolitan Area Strategic Transport Strategy and transport initiatives that improve connectivity between the metropolitan area, wider Cork context and wider region. ~~The strategy shall be subject to requires SEA/AA and environmental assessment processes.~~

b. The SRA will seek the Core Strategies of Local Authority Development Plans to identify the public transport corridors and ~~public transport nodes~~ ~~station~~ ~~nodal points~~ on those corridors in Cork Metropolitan Area arising from the ~~CMATS Cork Metropolitan Area Strategic Transport Strategy~~ which have potential for high density development/regeneration. Core Strategies shall identify the appropriate land use zonings for these public transport nodal points and demonstrate the effective

alignment between land use and transport infrastructure planning and delivery of the NPF Compact Growth targets as they apply to the Cork Metropolitan Area.

~~The following principles~~ Transport Investment Objectives are supported by the SRA as a basis for the sustainable growth of the Cork Metropolitan Area ~~for investment and sustainable delivery in the Cork Metropolitan Area~~ subject to the recommendation of the CMATS and feasibility, planning and environmental processes where applicable

~~c.~~ Integration of All Sustainable Travel Modes: Infrastructure to provide for integration between all modes of transport to support the use of sustainable travel choices

~~e d.~~ East-West Light Rail Public Transport Corridor: A strategic east-west public transport corridor from Mahon to Ballincollig via the City Centre, serving CIT, CUH, UCC, Kent Station, Docklands, Mahon Point. The corridor requires development consolidation along it at appropriate nodal points for a high capacity service.

~~e e.~~ Rail Network: Strategic public transport services along the existing rail lines. Strategic priorities will include enhance the commuter rail service with additional stations and fleet, improve intercity journey times and electrification of fleet. On the suburban rail network, the following key components are proposed:

- P&R and new station at Blarney/Stone View
- New station to serve Monard SDZ
- New station to regenerate and intensify Blackpool/Kilbarry
- Kent Station as a key interchange node between city centre walking/cycling, LRT and bus network.
- New station Tivoli Docks
- P& R and new station at Dunkettle.
- To Cobh, improved signal operations and new station at Ballynoe interchanging with bus services.
- To Midleton, new station Carrigwohill West, dual track and new station at Water Rock.
- ~~Secure the long term strategic aim of reopening the rail route linking Cork and Midleton to Youghal while also allowing for~~ the development of a greenway from Midleton to Youghal and still allow for future rail use if feasible at a later stage ~~subject to SEA/AA and protection of the Ballyvergan Marsh proposed Natural Heritage Area.~~

~~e f.~~ Core Bus Network: A comprehensive network of high frequency bus services ~~operating on a core radial and orbital bus network as provided for in CMATS providing radial services to other corridors and orbital services across the network. Delivery of Cork BusConnects network, Core Radial Bus Network, Orbital Bus Network, Cross City Network, Supporting Radial Bus Services, Bus Priority, Regional Bus Networks and Metropolitan Town Bus Services are all key components.~~

~~f g.~~ City Centre Movement Strategy: Delivery of the Cork City Centre Movement Strategy 2018-2024

~~g-h.~~ Walking: Make Cork the most walkable city in Ireland, implement and further develop upon the Cork City Walking Strategy 2013-2018 and strengthen the role of walking through improved walkability, with a particular focus on new development areas, access to services at the local level and improved pedestrian accessibility to and within the City Centre area, Town/District Centres and

Neighbourhood Centres ~~walking network, district and neighbourhood walking networks, city and town centre accessibility~~. Seek and support greenways for walking in addition to cycling.

h i. Cycling: Implement and further develop upon the Cork Metropolitan Area Cycle Network Plan 2017, invest in infrastructure to support the integration of the ~~cycle route networks~~ throughout the Cork Metropolitan Area and region, improve and develop primary, secondary, ~~greenway~~ (including the Lee to Sea Greenway) and feeder cycle networks and support cycling through provision of a high proportion of segregated cycleways to provide a safe infrastructure for all ~~cycling infrastructures including cycle lanes, cycle parking, cycle hire schemes (Cork City Cycle Hire Scheme) and facilities in places of work.~~

† j. Public Transport Integration: provision for interchange opportunities ~~across all modes of transport~~ together with information provision and revised fare structures.

‡ k. Road Network Improvements: Improvements to the road network to support the sustainable growth of the metropolitan area, while also providing appropriate strategic provision for the movement of goods. Investment in the road network supports sustainable travel modes (walking, cycling, bus networks), supports strategic inter urban and inter regional freight traffic, especially between ports and airports. Improvements discourage secondary local trip and urban expansion based on road corridors. Strategic road corridors identified by separate objective.

← l. Other Strategic Road Priorities will include implementation of City Centre Movement Strategy, Cork Docklands and Tivoli Docks bridge (South Docks Eastern Gateway Bridge, Mill Road) and road infrastructure (South Docks and North Docks Roads, Tivoli Access).

‡ m. Management of freight around metropolitan Cork, enabled through Port of Cork relocation to Ringaskiddy, construction, logistics and delivery centres.

≡ n. Supporting Measures: Further measures to support the delivery of ~~the Strategy~~ CMATS key transport objectives including parking management, Park and Ride, demand management, mobility management and behavioural change programmes, ~~etc~~

MATERIAL AMENDMENT 110

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Policy Objective 9: Strategic Road Network Improvements** to support investment in the strategic road network, sustainable transport and the Cork Metropolitan Area Transport Strategy

It is proposed to make amendments to **Cork MASP Policy Objective 9: Strategic Road Network Improvements** as follows:

Seek delivery of the following subject to the outcomes of required ~~appropriate project appraisal, planning and environmental assessment processes including SEA/AA as appropriate. The upgrade of public transport networks must be the priority for strategic road network improvements under this objective.~~

a. The SRA will seek investment ~~in the management~~, implementation and sustainable development of strategic road network improvements for the Cork Metropolitan Area and its improved connectivity

to the wider region. This will include the delivery of the following: ~~subject to feasibility, planning and environmental assessment processes.~~

b. Delivery of current Government programmed and proposed national road network improvement schemes relating to the Cork Metropolitan Area and associated inter-urban connecting roads

c. Advancing investment in ~~orbital transport corridors~~ ~~orbital traffic management solutions~~, through the implementation of appropriate demand management measures, on the N40 and provision of alternative local roads, as deemed necessary. Specific measures should not be introduced in isolation, but only after due consideration of the impacts on access and movement across the city and suburbs, and progressed in parallel with the introduction of the necessary appropriate alternatives to service affected traffic movements

d. Enhanced regional connectivity through improved average journey times by road to Limerick and Waterford via proposed M20 Limerick to Cork and the targeted enhancement of the N25 between Cork and Waterford

e. Improved connectivity Cork City to Cork Airport ~~including the provision of bus priority lanes on the N27 and an improvement in the alignment of the R600 south of the Airport (refer to Cork MASP Policy Objective 14).~~

f. ~~Improved connectivity to the Port of Cork on the N28 Cork to Ringaskiddy route~~

~~g.~~ Dunkettle Interchange

~~h.~~ Cork Northern Ring Road connecting the N22 to the M8 (identified in the NDP as a complementary scheme to the M20) ~~to be informed by the Cork Metropolitan Area Transport Strategy (CMATS). The outcome of the finalised CMATS is required to determine the nature and status of the scheme~~

~~i.~~ Cork Northern Distributor Road ~~connecting the N8, all radial distributor roads in the Northern Suburbs and environs of the City, the N20 and the N22~~

~~j.~~ Access for Monard SDZ (a key enabler for Cork under the NPF)

~~k.~~ Cork City Docks and Tivoli Bridge and Street Infrastructure (including Eastern Gateway Bridge) Cork Docklands infrastructure is a key enabler for Cork under the NPF.

~~l.~~ ~~Improved connectivity Cork City to Cork Airport including N27 (dedicated public transport corridor).~~

l. Improved N22, N25, N27, N71 Inter Regional and Intra Regional corridors.

m. Upgrade of the R624 Regional Road Linking N25 to Marino Point and Cobh ~~subject to required feasibility, planning and environmental assessment processes and support the designation of this route to National Road Status~~

n. Upgrade of the R630 Regional Road linking Midleton to Whitegate Road (Energy Hub) and support the designation of this route to National Road Status.

- o. Cork Science and Innovation Park Access (a key enabler for Cork under the NPF)
- p. Transport packages including road upgrades, relief roads, enhanced public realm, walking and cycling infrastructure for metropolitan towns and urban expansion areas.
- q. North East Orbital Road (access for residential lands and public transport infrastructure Ballyvolane).
- r. Advancing transport study measures for Little Island.

6.2 Cork Metropolitan Area Strengths in Attracting Investment

MATERIAL AMENDMENT 111

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Policy Objective 11: Transition to Digital Future** to support innovation and digital infrastructure

It is proposed to make amendments to **Cork MASP Policy Objective 11: Transition to Digital Future** as follows:

The SRA will seek investment in the delivery of accessible and improved high speed, high capacity digital infrastructure in the Cork Metropolitan Area subject to the outcome of environmental assessments and the planning process including:

- ~~Support and seek investment in the actions of Local Authority Digital Strategies~~
Support and seek investment in Cork City and Cork County Council's Digital Strategies, harnessing the roll out and delivery of various forms of high capacity ICT infrastructure that will support the Digital transformation of Cork and which recognises that ICT or digital connectivity infrastructure requirements will vary depending on the desired outcome, location, activity etc.
- Support the collection of better real time city data to enable city users and management to make better data driven decisions.
- Support Cork City Councils participation in the European Commission's Digital Cities Challenge programme to develop a digital transformation vision and action plan for Cork to enable a better quality of life in a greener, more innovative and smarter city.
- Support the initiatives of the Cork Smart Gateway to enable a better quality of life, greener and more innovative and smarter city and metropolitan area.
- Support Cork County Council's Digital Strategy for the County, harnessing the roll out and delivery of high capacity ICT infrastructure and high-speed broadband to improve "relational proximity", where peripheral locations can interact more successfully with larger urban centres and the metropolitan area.
- Support and seek investment in initiatives enhancing digital infrastructure access in our public buildings and spaces, such as Cork's participation in the WiFi4EU Initiative.

6.3 Distribution of Employment Growth

MATERIAL AMENDMENT 112

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Objective 12: Infrastructure for Strategic Employment Locations** to support the role of the Higher Education Institutes and the Cork Science and Innovation Park as strategic economic drivers for the metropolitan area

It is proposed to make amendments to **Cork MASP Objective 12: Infrastructure for Strategic Employment Locations** as follows:

- a. It is an objective to support the sustainable development of identified and future Strategic Employment Locations and to ensure the delivery of associated infrastructural requirements subject to the outcome of environmental assessments and the planning process.
- b. Seek investment and inter agency coordination to the delivery of infrastructure packages to assist the sustainable growth, regeneration and integration of employment land use and sustainable transport planning for existing and future identified locations in the Cork Metropolitan Area.
- c. Seek sustainable infrastructure investment and support masterplan implementation of HEIs including UCC and CIT and associated centres of research, development and innovation which are supported as strategic regional economic drivers in the Cork MASP.
- d. Seek sustainable infrastructure investment and support masterplan implementation of the Cork Science and Innovation Park at Curraheen which is supported as a strategic regional economic driver in the Cork MASP.

6.4 Role of Tier 1 Port of Cork

MATERIAL AMENDMENT 113

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Policy Objective 13: Port of Cork** to support investment in strategic road network connectivity to Ringaskiddy, Cobh, Marino Point and Whitegate and to support such infrastructure as enablers for the regeneration of the Cork Docklands.

It is proposed to make amendments to **Cork MASP Policy Objective 13: Port of Cork** as follows:

- a. Support sustainable development and investment in the Port of Cork balanced with the protection of the natural environment and Cork Harbour SPA and promote its role as a Tier 1 International Port and driver for the metropolitan, regional and State economy. To support this role, the Cork MASP seeks the following subject to the outcome of required feasibility, assessment and environmental processes:
 - The sustainable development of port infrastructure and facilities under the port's strategic development plans balanced with the protection of Cork Harbour's natural environment.
 - Improved quality of inter-regional transport connectivity and networks improving access to the

Port of Cork particularly for freight movement and the quality of the TEN-T Corridor. [The delivery of strategic transport network improvements under Cork MASP Objectives 6-9 including improved strategic road access to the Port of Cork Ringaskiddy, Cobh, Marino Point and Whitegate is supported as a critical component for unlocking the full potential of the Port of Cork and to enable regeneration of the Cork Docklands.](#)

- Investment in strategic transport corridors as referenced in CMATS and Cork MASP
- The relocation of existing port activities from Cork City and investment in infrastructure to remediate sites and enable regeneration of the Cork City Docks and Tivoli.
- The appropriate location of SEVESO activities and relocation of these activities from the city docklands subject to required planning and environmental law processes.
- The sustainable development and strengthening of cruise tourism.
- Support the feasibility, in co-ordination with relevant stakeholders, to create a more integrated and streamlined approach between planning, environmental and foreshore consenting.
- Co-ordinate with the relevant Government departments and stakeholders to align the RSES and MASP with opportunities for the region under Marine Spatial Planning.
- Support investment in the sustainable renewal, development and key interventions that will drive forward the potential of key assets in the Cork Harbour area balanced with protection of the nature conservation values of Cork Harbour, including City Quays and Tivoli renewal, Marino Point, Cork Dockyard, Cobh, Ringaskiddy, Whitegate and Bantry.

b. Undertake feasibility studies to determine the carrying capacity of ports in relation to potential for likely significant effects on associated European sites including SPA and SAC.

6.5 Role of Cork International Airport

MATERIAL AMENDMENT 114

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Policy Objective 14: Cork Airport** to support the role and operation of Cork Airport including requirements for safety zones

It is proposed to make amendments to **Cork MASP Policy Objective 14: Cork Airport** as follows:

(a): [It is an objective to](#) support the sustainable development of the airport and seek investment in infrastructure and facilities that promote the role of Cork Airport as an international gateway, employment location and economic driver for the region including the following subject to the outcome of required feasibility, assessment and environmental processes:

- Support the sustainable development and investment in infrastructure and facilities under ~~the~~ Cork Airport Masterplans [\(subject to the implementation of mitigation measures outlined in the SEA/AA undertaken\).](#)
- Support the sustainable development of enhanced public transport connectivity to the airport including the provision of bus priority lanes on the N27 and an improvement in the alignment of the R600 south of the Airport.
- ~~Safeguard Public Safety Zones by way of land use planning under the relevant County Development Plan and Local Area Plans. Airport safeguarding priorities required include:~~
 - ° ~~Airport Noise Zones (Inner and Outer Zones).~~
 - ° ~~Airport Public Safety Zones~~
 - ° ~~General Airport Safeguarding~~

b: Development Plans should incorporate policies to control inappropriate development which could adversely impact the potential for growth in either airport infrastructure or expansion of routes to international destinations. Safeguard the operation of Cork Airport by way of land use planning under the relevant County Development Plan and Local Area Plans. Airport safeguarding priorities required include:

(i): Airport Noise Zones (Inner and Outer Zones).

Spatial planning policies in the vicinity of the airport shall recognise and reflect the noise zones associated with Cork Airport. In particular within the Inner Airport Noise Zone provision of new residential and/or other noise sensitive development shall be actively resisted. Within the Outer Noise Zone provision of new residential and/or other noise sensitive development shall be strictly controlled such that future airport expansion on a 24/7 basis is anticipated and planned.

(ii): Airport Public Safety Zones

In assessing applications for development falling within Public Safety Zones, regard shall be had to the recommendations of the ERM Report "Public Safety Zones, 2005" (or any update thereof) commissioned by the Department of Transport and the Department of Environment, Heritage and Local Government, in assessing proposals for development falling within Airport Public Safety Zones.

(iii): General Airport Safeguarding

In assessing applications for development within the vicinity of Cork Airport, regard will be had to the precautionary principle concerning potential risk to aircraft safety. This includes avoidance of any bird attracting feature or use; unacceptable glint and glare impact towards key airport infrastructure; or intrusion into/infringing of airspace which might create an obstacle or danger to aircraft in flight.

6.6 Role of Tourism

MATERIAL AMENDMENT 115

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Policy Objective 15: Tourism** to support the role of Tourism in the metropolitan area

It is proposed to make amendments to **Cork MASP Policy Objective 15: Tourism** as follows:

Cork MASP Policy Objective 15: Cork MASP Tourism

a. Support the role of Metropolitan Cork's tourism assets as a significant domestic and international tourism destination capitalising on its tourism attractions, Ireland's Ancient East corridor, Wild Atlantic Way Corridor, Ireland's Maritime Paradise theme and support initiatives creating a sustainable tourism future, diversifying the tourism product into non-traditional areas and extending the tourist season taking particular care of the natural and built environment.

b. The SRA seeks investment in the sustainable development of tourism infrastructure and tourism services across Cork and support initiatives arising from the Pure Cork brand and the "Growing Tourism in Cork: A Collective Strategy. subject to the outcome of environmental assessments and the planning process.

c. Support the delivery of large-scale all year-round tourist attraction(s) in Cork City.

d. Value and support cultural amenities, conservation, protection and enhancement of Cork City's natural heritage as key assets to attract tourism.

e. Seek sustainable tourism development which reflects the city's distinctive history, culture and environment.

f. Promote diversification and innovation in the tourism sector.

g. Seek an integrated approach to tourism development in conjunction with a wide range of stakeholders including state agencies, communities and stakeholders in the tourism sector.

7.0 Environment

MATERIAL AMENDMENT 116

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Policy Objective 17: Metropolitan Open Space, Recreation and Greenbelt Strategy** to support the implementation of greenway initiatives such as Lee to Sea

It is proposed to make amendments to **Cork MASP Policy Objective 17: Metropolitan Open Space, Recreation and Greenbelt Strategy** as follows:

It is an objective to achieve a healthy, green and connected metropolitan area through the preparation of a Metropolitan Open Space, Recreation and Greenbelt Strategy. This will require co-ordination between relevant stakeholders to deliver the sustainable development of parks, recreation and high quality public open space in the Cork Metropolitan Area.

This Strategy may include, inter alia:

a. An enhanced network of regional scaled parks in Metropolitan Cork and invest in upgraded facilities including Tramore Valley Park, Marina Park, Bishop Lucey Park Redevelopment, Northwest Regional Park, Riverside Public Walk (Lee Field to the Marina), Lee Fields Walk/Cycle extension to Ballincollig, Lough Redevelopment, Tivoli Docks Park, neighbourhood parks and public parks in the Metropolitan Towns.

b. The sustainable development of green infrastructure as an interconnected series of green spaces including parks, natural green spaces and ecosystems, greenways and blueways.

c. The implementation of Greenway initiatives that provide important economic, leisure and tourism, health, active and sustainable travel and environmental benefits to the metropolitan area including the Lee to Sea Greenway initiative subject to the outcome of environmental assessments and the planning process.

d. In order to support decision-making in increasing recreation and tourism opportunities along the coastline, which is in close proximity to European Sites, the carrying capacity of SACs/SPAs will need to be established to understand what limits should be set for the extent of development.

e. Protect and proactively manage and integrate natural spaces.

e f. The sustainable development of key recreation, sports and community facilities across Metropolitan Cork.

f g. The development of a Metropolitan Greenbelt Strategy in co-ordination between Cork City Council and Cork County Council.

MATERIAL AMENDMENT 117

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Policy Objective 18: Transformational Areas and Public Realm** to support the economic and cultural role of the Cork Events Centre for the metropolitan area.

It is proposed to make amendments to **Cork MASP Policy Objective 18: Transformational Areas and Public Realm** as follows:

Subject to the outcome of environmental assessments and the planning process:

- a. Seek investment in transformational area projects and public realm enhancements in metropolitan urban areas with a focus on city centre regeneration through such initiatives as the Cork City Centre Strategy 2014 and Grand Parade/South Main Street Transformational Area.
- b. Support and seek investment in the sustainable remediation of Haulbowline Island and its transformation into a public recreational amenity.
- c. Support the acquisition and development of the City Quays in Cork for a high-quality water front public realm for public use.
- ~~d. Seek investment in the sustainable development of the Cork Events Centre.~~
- d. The cultural and economic significance of the Cork Event Centre is recognised, and delivery of the facility is supported.
- e. Seek investment in the strategy and investment programme of the Crawford Art Gallery.

8.0 Social Infrastructure

MATERIAL AMENDMENT 118

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Policy Objective 21: Healthy Cities** to support the role of innovation and smart technologies in environmental monitoring of the metropolitan area and support Healthy Ireland objectives.

It is proposed to make amendments to **Cork MASP Policy Objective 21: Healthy Cities** as follows:

Cork MASP Policy Objective 21: Healthy Cities, Healthy Environment and Health Infrastructure

- a. Seek investment in smart technologies which have an increasing role to play to improve air quality, water quality, flood management, noise and light pollution to promote a clean and healthy environment. Additional support is required to ensure a wide penetration of relevant sensors and data

collection and analysis support to provide accurate information for people using and managing the city.

a-b. Support the role of Cork as a WHO Healthy City and seek investment in the delivery of recreation, environmental improvements, active travel and health services infrastructure that retains and improves on this status, in support of a “healthy heart” to the Cork Metropolitan Area.

b-c. Seek investment in health service infrastructure within the Cork MASP to meet existing and future regional population growth including facilities for Cork University Hospital, the Southern Region’s tertiary referral centre and other existing hospitals, the sustainable development of a new acute hospital and new elective hospital to service the increasing population of the metropolitan area and wider Southern Region

d. Seek delivery and supports to achieve Healthy Ireland objectives.

MATERIAL AMENDMENT 119

EXPLANATORY NOTE:

The proposed amendment strengthens **Cork MASP Policy Objective 22: Social Inclusion** to support implementation of the Migrant Integration Strategy.

It is proposed to make amendments to **Cork MASP Policy Objective 22: Social Inclusion** as follows:

a. Seek investment in delivering actions and stakeholder initiatives of the Local Economic Community Plans (LECPs) of Cork City Council and Cork County Council to strengthen community infrastructure and promote social inclusion for all citizens across all our communities.

b. Seek continued investment in initiatives that achieve the physical, economic, social and environmental regeneration of disadvantaged areas in the City and Metropolitan Area, in particular supporting the ongoing regeneration of the Cork City RAPID areas of Fairhill/Gurranebraher/Farranree, Knocknaheeny/Churchfield, Mayfield/Blackpool/The Glen and Togher/Mahon.

c. Support the development of an Inter-agency Social Enterprise Strategy to support the retention and expansion of existing social enterprises and the development of new social enterprises

d. Recognise, support and value diversity, especially within the city population and workforce and the implementation of Government policy “The Migrant Integration Strategy”.

Limerick Shannon Metropolitan Area Strategic Plan

1.2 Spatial Definition

MATERIAL AMENDMENT 120

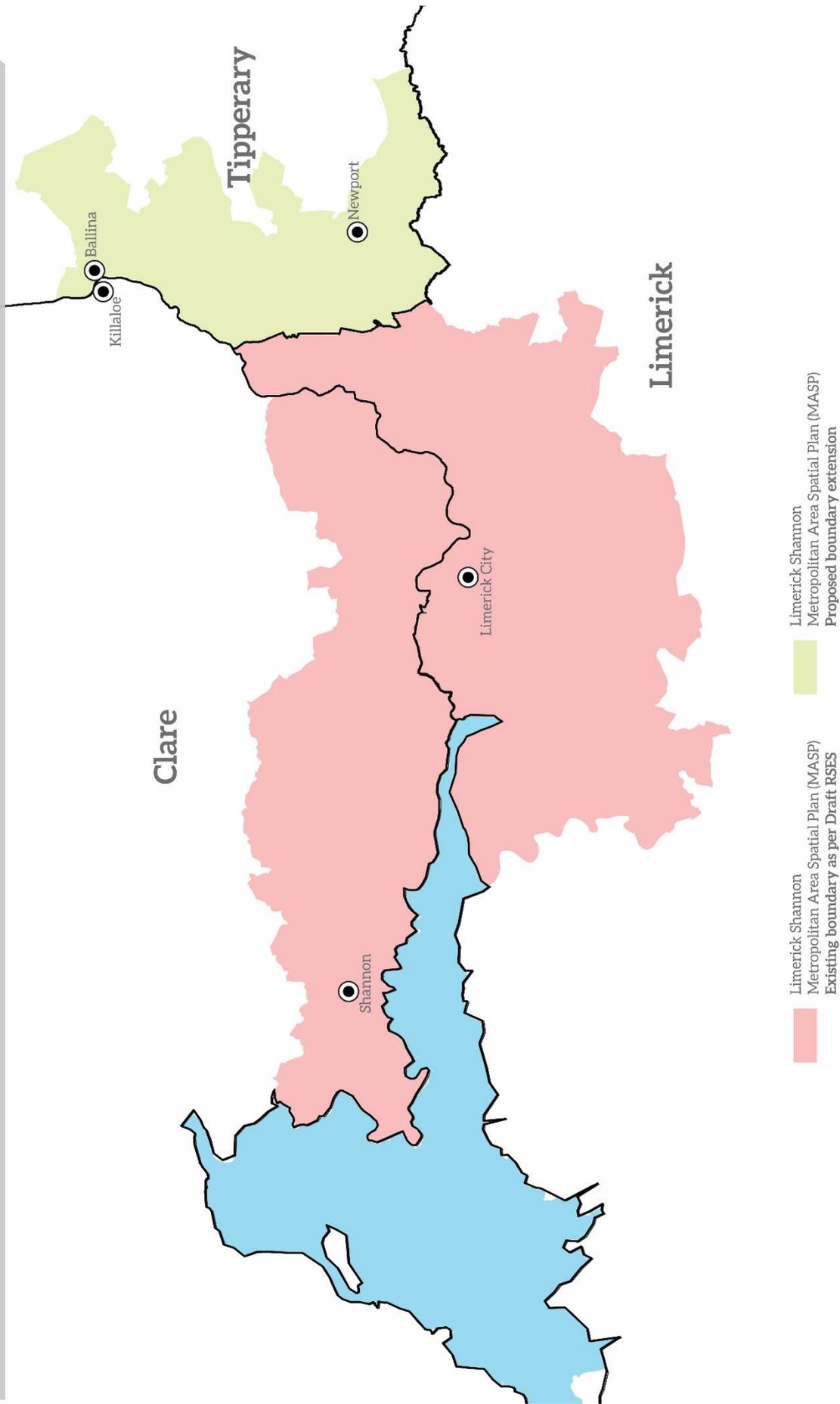
EXPLANATORY NOTE:

This amendment proposes an extension to the Limerick Shannon MASP boundary to include the settlements of Ballina and Newport in Co Tipperary (this will include the associated Electoral Divisions of Ballina, Birdhill, Kilcomenty and Newport). The area within the proposed MASP boundary extension is shown in green on the map below. The existing Limerick Shannon MASP boundary as per the Draft RSES is shown in pink.

It is proposed that the Limerick Shannon MASP boundary should be extended to include Ballina and Newport in County Tipperary (this will include the Electoral Divisions of Ballina, Birdhill, Kilcomenty and Newport). The following map shows the extent of the proposed boundary extension.

(SEE NEXT PAGE FOR MAP)

**Limerick Shannon - Metropolitan Area Spatial Plan (MASP)
Existing boundary (as per draft RSES) and proposed boundary extension**



AMENDMENT 121

EXPLANATORY NOTE:

The proposed amendment to **Limerick Shannon MASP Policy Objective 1: Limerick Shannon Metropolitan Area** provides for an addition relating to the Limerick Shannon MASPs hinterland towns.

It is proposed to amend **Limerick Shannon MASP Policy Objective 1: Limerick Shannon Metropolitan Area** to insert an additional bullet point as follows:

a. It is an objective to strengthen the role of the Limerick Shannon Metropolitan Area as an international location of scale, a complement to Dublin and a primary driver of economic and population growth in the Southern Region.

b. It is an objective to promote the Limerick Shannon Metropolitan Area as a cohesive metropolitan area with (i) the city centre as the primary location at the heart of the metropolitan area and region. (ii) compact growth and regeneration of Limerick city centre and suburbs, (iii) compact growth and regeneration of Shannon (iv) active land management initiatives to deliver housing and employment locations in a sustainable, infrastructure led manner.

c. It is an objective to seek co-ordinated investment and delivery of holistic infrastructure packages across State Departments and infrastructure delivery agencies as they apply to the Limerick Shannon Metropolitan Area and seek further investments to deliver on the Metropolitan Area Goals (see section A 'Overall MASP Goals).

d: It is an objective to support the socio-economic growth and continued investment, development and the enhancement of connectivity of the Limerick Shannon MASPs hinterland towns, including Nenagh and Tipperary Town.

e. Any reference to support for all plans, projects, activities and development in the Draft MASP should be considered to refer to 'sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EclA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate.

f. The MASP seeks to protect, manage and through enhanced ecological connectivity, to improve the coherence of the Natura 2000 Network in the Southern Region.

1.3 Limerick City

MATERIAL AMENDMENT 122

EXPLANATORY NOTE:

The proposed amendment strengthens **Limerick Shannon MASP Policy Objective 2: Limerick City** through additional points relating to the consolidation and regeneration of Limerick City Centre and City Suburbs. For presentation purposes, it is proposed to divide the objective from (a) to (e).

It is proposed to make amendments to **Limerick Shannon MASP Policy Objective 2: Limerick City** in *Section 1.3: Limerick City* of the Limerick Shannon MASP as follows:

The Limerick Shannon MASP recognises that for the Limerick Shannon Metropolitan Area and the Mid-West SPA to prosper and development in a sustainable manner, a strong Limerick City is paramount. It is an objective to:

- a) Support the regeneration and continued investment into Limerick City through initiatives such as Limerick 2030 and Limerick Regeneration and to further enhance Limerick City as the **key** primary economic driver for the Southern Region.
- b) Enhance the city centre as the primary commercial area, supporting a range of retail, tourism, social and cultural activities.
- c) Strengthen the consolidation and regeneration of Limerick City Centre to drive its role as a vibrant living, retailing and working city, the economic, social and cultural heart of the Limerick Shannon Metropolitan Area and Region.
- d) Seek investment to achieve brownfield regeneration of city centre sites as high quality, mixed use sustainable and transformative projects which set national and international good practice standards in innovation, quality design, exemplary urbanism and place making.
- e) Seek investment to achieve regeneration and consolidation in the city suburbs.

1.4 Shannon

MATERIAL AMENDMENT 123

EXPLANATORY NOTE:

The proposed amendment strengthens **Limerick Shannon MASP Policy Objective 3: Shannon** through additional points relating to a Connected and Autonomous Vehicles (CAV) R&D testbed and enhancing Shannon as an attractive residential location. For presentation purposes, it is proposed to divide the objective from (a) to (c).

It is proposed to insert additional points into **Limerick Shannon MASP Policy Objective 3: Shannon** in *Section 1.4: Shannon*:

- a) The Limerick Shannon MASP recognises Shannon as its assets as a significant regional strength and employment centre. It is an objective to support and promote Shannon as a centre for research and development for autonomous vehicles which will complement Shannon's role as a world leader in aviation and aerospace.
- b) It is an objective to seek investment to deliver a Connected and Autonomous (CAV) R&D testbed in Shannon.
- c) It is an objective to improve and enhance Shannon as an attractive residential location through placemaking and regeneration initiatives.

4.1 Transportation

MATERIAL AMENDMENT 124

EXPLANATORY NOTE:

The proposed amendment divides **Limerick Shannon MASP Policy Objective 6: Sustainable Transportation** into 2 objectives: (1) Integration of Land Use and Transport (2) Sustainable Transport. A number of additions are proposed in each.

It is proposed to divide **Limerick Shannon MASP Policy Objective 6: Sustainable Transportation** into 2 objectives: **(1) Sustainable Transportation (2) Integration of Land Use and Transport**. It is proposed that the following additions will be included:

Limerick Shannon MASP Policy Objective 6A: Integration of Land Use and Transport

- (a) It is an objective to prepare a Limerick Shannon Metropolitan Area Strategic Transport Strategy during the lifetime of this MASP and it is an objective to ensure investment and implementation of the Limerick Shannon Metropolitan Area Strategic Transport Strategy.

- (b) It is an objective that Core Strategies of Local Authority Development Plans will identify the public transport corridors and station nodal points on corridors in Limerick Shannon Metropolitan Area arising from the Limerick Shannon Metropolitan Area Strategic Transport Strategy which have potential to support high density development/regeneration. Core Strategies shall identify the appropriate land use zonings for these station nodal points and demonstrate the effective alignment between land use and transport infrastructure planning and delivery of the NPF Compact Growth targets as they apply to the Limerick Shannon Metropolitan Area.
- (c) It is an objective to achieve the National Strategic Outcomes of the NPF, through the sustainable and infrastructure led:
- Regeneration, consolidation and growth of the City Centre and suburbs.
 - Regeneration, consolidation and growth of Shannon Town.
 - Regeneration, consolidation and growth of strategic residential, employment and nodal locations along public transportation corridors
 - Regeneration, consolidation and growth of strategic residential, employment and nodal locations along strategic bus network corridors
- (d) It is an objective to seek sustainable higher densities where practicable at public transport nodal points.

Limerick Shannon MASP Policy Objective 6B: Sustainable Transport

- (a) It is an objective to support the following sustainable transport priorities in the Limerick Shannon Metropolitan Area subject to the completion of the LSMATs, the outcome of environmental assessments and the planning process:
- Investment in sustainable transport infrastructure and public transport services.
 - The implementation of an integrated, multi modal public transport network across the Metropolitan Area servicing strategic residential and employment growth locations.
- (b) Other transport measures for consideration, across the wider Mid-West area, may include the following:
- Implementation of improved public realm, walking and cycling routes and facilities.
 - Development and promotion of existing intercity rail and commuter links from Limerick to Dublin, Cork, Galway, together with Ennis, Nenagh, Thurles and Clonmel.
 - Upgrade and enhancement of the rail line between Limerick and Nenagh and onward line to Ballybrophy.
 - Upgrade and enhancement of the Western Rail Corridor between Limerick and Ennis and onward line to Athenry.
 - Reinstatement of the Limerick to Foynes rail line, linking Ireland's deepest port to the national rail network
 - The MASP supports the ambition to create a rail link between Limerick City and Shannon International Airport and this should be investigated further.
 - Investigate the potential for a higher speed rail link between Dublin and Limerick City.
 - Improved sustainable transport links between the city centre, University of Limerick and the National Technology Park.
 - Implementation of improved public realm, walking and cycling routes and facilities including delivery of the Great Streets project.
 - The provision of a high-quality cycle network in Limerick City as set out in the Limerick Metropolitan Area Cycle Network Study/LSMATS.

- The provision of three new pedestrian/ cycle bridges in the city centre as set out in the World Class Waterfront proposals to improve pedestrian and cycle permeability to key sites.

MATERIAL AMENDMENT 125

EXPLANATORY NOTE:

The proposed amendment provides additional road projects to **Limerick Shannon MASP Policy Objective 7: Strategic Road Infrastructure**. The proposed amendment clarifies that the delivery of all projects will be subject to the completion of LSMATS, the outcome of appropriate appraisal, environmental assessments and the planning process.

It is proposed to add the following to **Limerick Shannon MASP Policy LS Objective 7: Strategic Road Infrastructure**:

It is an objective to maintain and deliver the sustainable development of strategic road infrastructure for the Limerick-Shannon Metropolitan Area and improve transport connectivity to the wider region. This will include the delivery of the following subject to the completion of LSMATS, the outcome of appropriate appraisal, environmental assessments and the planning process.

- Improved inter regional connectivity to the Limerick Shannon Metropolitan Area including M20 Limerick to Cork and the upgrading of the N24 to Waterford.
- Limerick Northern Distributer Route (LNDR)
- N69 Foynes to Limerick road upgrade
- Improved accessibility to Limerick Southside including the possible provision of a motorway interchange connection from the M20/M7 to Limerick Southside
- Upgrade of the N19 road access to Shannon International Airport.
- Upgrade of arterial roads from the motorway network to increase capacity including the provision of public transport infrastructure and Park and Ride, including, for example, R527 Dock Road, R445 Dublin Road, including Junction 28 and R527 Tipperary Road.
- upgrading of the R471,
- works to upgrade and improve the road alignment of the L3126
- the upgrade of the Childer's Road/ Ballysimon Road in Limerick City to accommodate bus and cycle facilities.

4.2 Population Projections

MATERIAL AMENDMENT 126

EXPLANATORY NOTE:

The proposed amendment provides a **new table** regarding the population projections of the Limerick Shannon MASP and **amended supporting text**.

It is proposed to **amend text** and insert a **new table** in *Section 4.2: Population Projections* as follows:

The NPF and Implementation Roadmap provided by the DHPLG set out the population allocations and targets for region and county including projections to achieve accelerated urban growth². The NPF sets out ambitious targets for Limerick City and Suburbs of a population of least 141,000 by 2040 (as per Table 4.1 of the NPF). The proposed inclusion of the four Tipperary DEDs within the MASP will require a reassessment of population allocation within Tipperary to support the growth of the newly defined area reflecting its proposed inclusion in the Limerick Shannon Metropolitan Area³.

The NPF and Implementation Roadmap also refer to further qualified allowances which may apply to deliver on accelerated urban growth in Metropolitan Areas. National Policy Objective 68 states a Metropolitan Area Strategic Plan may enable up to 20% of the phased population growth targeted in the principle city and suburban area, to be accommodated in the wider metropolitan area i.e. outside the city and suburbs or contiguous zoned area, in addition to growth identified for the Metropolitan Area.

This will be subject to:

- Any relocated growth being in the form of compact development, such as infill or sustainable urban extension.
- Any relocated growth being served by high capacity public transport and/or related to significant employment provision; and
- National Policy Objective 9.

This may be relevant in the Limerick Shannon context given for example the need for change to a more balanced concentric city through strategic proposals for development at Mungret and by opening the north eastern quadrant (in both Limerick and Clare) facilitated by the development of the LNDR. The application of NPO 68 will be subject to review by the MASP Implementation Group.

As required under the NPF 50% of all new housing within Limerick City is to occur within the existing city and suburbs footprint, through brownfield, infill and regeneration. Outside of Limerick City, 30% of all new homes that are targeted in settlements is to occur within their existing built-up footprints as per National Policy Objective 3 (c) of the NPF.

² In addition, the Department have clarified that the 25% Headroom identified in the Roadmap can apply to the County Clare area of the Limerick – Shannon Metropolitan Area.

³ The proposed inclusion of the four Tipperary DEDs within the MASP is made on the basis of the application of NPF allowances to these four areas on the same basis as the other local authorities included in the MASP (including the application of the 25% Headroom).

New Table: Population Projections 2026 and 2031 for the Limerick Shannon Metropolitan Area⁴

Area	Population 2016	Projected Population 2026	Projected Population 2031
Limerick City and Suburbs (in Limerick)	89,671	112,089	123,298
Limerick City and Suburbs (in Clare)	4,521	5,607	6,150
Subtotal	94,192	117,696	129,448
Remainder Metropolitan Area (Limerick)	15,281	19,453	21,611
Remainder Metropolitan Area (Clare)	22,947	25,414	26,463
Tipperary ⁵ Metropolitan Area	7,499	8,324	8,624
Subtotal	45,727	53,191	56,698
Total Limerick Shannon Metropolitan Area	139,919	170,887	186,146

⁴ The overall population projections for each county, as provided in the NPF Implementation Roadmap (July 2018), do not change in light of these MASP projections figures.

⁵ Subject to review.

5.0 Housing and Regeneration

MATERIAL AMENDMENT 127

EXPLANATORY NOTE:

The proposed amendment provides a **new policy objective** regarding housing and regeneration in the Limerick Shannon MASP.

It is proposed to insert a **new policy objective “Housing and Regeneration”** to the Limerick Shannon MASP as follows:

New Limerick Shannon MASP Policy Objective N: Housing and Regeneration

- a) It is an objective to support the environmentally sustainable densification of Limerick City Centre, the assembly of brownfield sites for development and the regeneration and redevelopment of Limerick City Centre to accommodate residential use. The MASP recognises that Living City and Living Georgian City initiatives (and any environmental mitigation arising from the environmental assessment of such strategies) are essential to facilitate compact growth and increased residential density in the city centre.
- b) It is an objective to enhance Shannon Town as an attractive residential centre through regeneration, active land management initiatives and the redevelopment of Shannon Town Centre. An Action Area Plan for Shannon Town Centre and required environmental assessments including SEA and AA will be prepared within 3 years of the publication of this RSES and MASP.
- c) It is an objective to ensure investment and delivery of holistic physical, social and environmental infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF and RSES objectives.

6.2 Employment Generation

MATERIAL AMENDMENT 128

EXPLANATORY NOTE:

The proposed amendment provides a **new policy objective** which proposes enhancing the economic resilience of the Limerick Shannon Metropolitan Area through creating a vibrant and diversified enterprise base, with strong, healthy, connected Clusters.

It is proposed to insert a **new Limerick Shannon MASP Policy objective “Economic Resilience and Clusters”** in the Limerick Shannon MASP:

New Limerick Shannon MASP Policy Objective O: Economic Resilience and Clusters

It is an objective to develop, deepen and enhance the economic resilience of the Limerick Shannon Metropolitan Area through creating a vibrant and diversified enterprise base, with strong, healthy, connected Clusters drawing on Eolas Comhroinnta Obair le cheile / Shared Knowledge Working Together (ECOLC / SKWT) to assist in bringing disruptive technologies and innovations to national and global markets.

MATERIAL AMENDMENT 129

EXPLANATORY NOTE:

The proposed amendment renames **Limerick Shannon MASP Policy Objective 16** from “Digital Connectivity and Innovation” to “A Smart Metropolitan Area and Strengths in Attracting FDI” and provides additions in relation to enterprise growth and digital transformation in the Limerick Shannon MASP.

It is proposed to rename **Limerick Shannon MASP Policy Objective 16: Digital Connectivity and Innovation** to “**A Smart Metropolitan Area and Strengths in Attracting FDI**”. It is proposed to make additions to policy objective 16 as follows:

Limerick Shannon MASP Policy Objective 16: ~~Digital Connectivity and Innovation~~ A Smart Metropolitan Area and Strengths in Attracting FDI

- a. It is an objective to seek investment and improve quality in high speed, high capacity digital infrastructure and access for all to digital infrastructure in the Limerick Shannon Metropolitan Area subject to the outcome of environmental assessments and the planning process.
- b. It is an objective to seek investment in the initiatives of Local Authority Digital Strategies and investment in initiatives to deliver a greener, more innovative and smarter city and metropolitan area.
- c. It is an objective to deliver high capacity ICT infrastructure and high-speed broadband so peripheral locations can interact more successfully with larger urban centres and the metropolitan area.
- d. It is an objective to seek investment in the sustainable development of initiatives of IDA Ireland and Enterprise Ireland in strengthening enterprise assets, fostering competitive locations and conditions for enterprise growth in the Limerick Shannon Metropolitan Area.
- e. It is an objective to implement and develop novel technologies, build a sustainable knowledge base and engage citizens in digital transformation, while minimising the risk of digital inequalities in the Limerick Shannon Metropolitan Area. In this regard it is an objective to support the Limerick Digital District and to accelerate Limerick's transition to becoming Ireland's first digital city.

MATERIAL AMENDMENT 130

EXPLANATORY NOTE:

The proposed amendment provides additions to **Limerick Shannon MASP Policy Objective 9: Strategic Employment Locations** in relation to Connected and Autonomous Vehicles (CAV) and the Limerick Docklands Strategy in the Limerick Shannon MASP.

It is proposed to insert additions to **Limerick Shannon MASP Policy Objective 9: Strategic Employment Locations** as follows:

- a. It is an objective to support the sustainable development of identified and future Strategic Employment Locations and to ensure the delivery of associated infrastructural requirements subject to the outcome of environmental assessments and the planning process.
- b. It is an objective to seek investment to deliver a Connected and Autonomous (CAV) R&D testbed in Shannon and a smart city demonstrator in Limerick.
- c. It is an objective to support the development of the Limerick Docklands Strategy within the context of both commercial and potential future residential development.

6.5 Shannon Foynes Port

MATERIAL AMENDMENT 131

EXPLANATORY NOTE:

The proposed amendment provides an additional point in **Limerick Shannon MASP Policy Objective 12: Shannon Foynes Port** which relate to Foynes Island.

It is proposed to insert an addition to **Limerick Shannon MASP Policy Objective 12: Shannon Foynes Port** as follows:

- a. It is an objective, subject to the outcome of environmental assessments and the planning process **including SEA and AA as appropriate**, to support the continued expansion of Shannon Foynes Port and to recognise the significant opportunities for the Southern Region and Ireland by virtue of its deep waters.
- b. It is an objective to support and promote the inclusion of Shannon Foynes Port onto the EU core network corridor as it would bring significant investment opportunities to the region in the form of FDI potential and as well as supporting enhanced external connectivity with Ireland's European partners.
- c. It is an objective support the reinstatement of the Limerick to Foynes rail line and the delivery of the Foynes to Limerick Road Improvement Scheme.
- d. It is an objective to safeguard and maintain Foynes Island as a vital port asset and to support the provision of natural deep water berthage on the island.

6.6 Retail

MATERIAL AMENDMENT 132

EXPLANATORY NOTE:

The proposed amendment strengthens **Limerick Shannon MASP Policy Objective 13: Retail** and provides additional points in relation to the retail function of Limerick City Centre.

It is proposed to make the following additions and amendments to **Limerick Shannon MASP Policy Objective 13: Retail**:

- a. ~~Within one year of the adoption of the RSES/MASP a~~ Joint Retail Strategy shall be ~~prepared~~ commenced for the Limerick Shannon Metropolitan Area in accordance with the Retail Planning Guidelines. ~~The Joint Retail Strategy shall include – inter alia- the defined area of the Core City Shopping Area, the location of Suburban or District Shopping Centres, a map to indicate sustainable travel routes to/from each shopping area.~~
- b. It is an objective to support Limerick City Centre in maintaining its dominant retail function in the Mid-West hierarchy. The RSES supports and promotes the continued expansion and enhancement of retail development within the City Centre.
- c. It is an objective to protect and enhance customer experience of visiting Limerick City Centre through facilitating a mixed expansion of services including high order comparison retailing in conjunction with service, cultural and entertainment facilities through appropriate and sensitive redevelopment and infill development.
- ~~e~~ d. It is an objective to ~~investigate the potential to~~ develop a distinct shopping character to increase Shannon's attraction and to complement the retail function of Limerick city centre.

6.7 Strong Education Assets and Availability of Talent

MATERIAL AMENDMENT 133

EXPLANATORY NOTE:

For presentation purposes and clarity, it is proposed that **Limerick Shannon MASP Policy Objective 20: Lifelong Learning and Skills** be incorporated into **Limerick Shannon MASP Policy Objective 14** which will be renamed "Strong Education Assets and Availability of Talent" (refer to points (c) and (d) in this material amendment). Point (e) is a proposed new addition.

It is proposed that **Limerick Shannon MASP Policy Objective 20: Lifelong Learning and Skills** be incorporated into **Limerick Shannon MASP Policy Objective 14: Education and Access to Talent**. The following addition is proposed to this combined objective:

Limerick Shannon MASP Policy Objective 14: ~~Education and Access to Talent~~ Strong Education Assets and Availability of Talent

- a. It is an objective to support the existing educational facilities in the Limerick Shannon Metropolitan Area which includes University of Limerick/ Mary Immaculate/ Limerick Institute of Technology and the Shannon College of Hotel Management as critical drivers of economic development and the fostering of an innovative, knowledge-based economy for the Metropolitan Area.

b. The MASP recognises that the Mid-West ~~Action Plan for Jobs (APJ)~~ Regional Enterprise Plan (REP) and the Mid-West Regional Skills Forum works collaboratively with all the agencies focusing on key actions and opportunities that the Limerick Shannon Metropolitan Area can offer in terms of employment generation and the fostering of the knowledge based economy, in particular relating to clustering of expertise e.g. aviation, med-tech, agri-food etc. It is an objective that the Mid-West ~~APJ~~ REP and the Mid-West Regional Skills Forum continue their work to deliver significant benefits to the Metropolitan Area and Mid-West.

c. It is an objective to support investment in Higher Education Institutes, Education and Training Board, apprenticeships and skills development in the Metropolitan Area as an enabler for jobs growth. This includes, inter alia, investment in LIT, UL, associated research institutes and facilities, the Limerick and Clare Education and Training Board and initiatives applied to the Limerick Shannon Metropolitan Area under the Mid-West Regional Skills Forum and Mid-West ~~Action Plan for Jobs~~ Regional Enterprise Plan (REP).

d. It is an objective to support Limerick as a Learning City, and Limerick's role in the UNESCO Global Network of Learning Cities. It is also an objective to seek investment in initiatives under the Learning City initiative and to support the spread of such initiatives in the metropolitan area and region wide.

e. It is an objective to support the delivery of a Regional Design Centre to provide the focus for linkages between third level institutes, private design companies and enterprise.

6.8 Tourism

MATERIAL AMENDMENT 134

EXPLANATORY NOTE:

The proposed amendment provides for additional tourism assets and clarifications to **Limerick Shannon MASP Policy Objective 15: Tourism**.

The following amendments and additions to **Limerick Shannon MASP Policy Objective 15: Tourism** are proposed:

(a) It is an objective to support investment in infrastructure, ~~increase capacity~~ utilise the existing spare capacity of Shannon International Airport and to improve road and rail accessibility to maximise the potential of tourism subject to the outcome of environmental assessments and the planning process.

(b) It is an objective to support the Limerick Shannon Metropolitan Area as a tourism destination. This will require the promotion of the tourism assets of the Mid-West SPA, ~~subject to the outcome of environmental assessments and the planning process~~, which include, inter alia, the Hunt Museum, Adare Heritage Centre, the Milk Market, Ballyhoura Mountain Trails, Thomond Park, the Great Southern Greenway, the Frank McCourt Museum, Pery Square, Limerick Gallery of Arts, Foynes Flying Boat Museum, Red Mile, Ireland's Lakelands, the Shannon Estuary and its islands, greenways, blueways, Munster Vales the Burren, Cliffs of Moher, West Clare NST tourism route, Loop Head, Bunratty Castle, Holy Island, Lough Derg, King John's Castle.

(c) It is an objective to ensure collaboration between Local Authorities and tourism agencies to develop attractions such as the Wild Atlantic Way, Irelands Ancient East, Ireland's Hidden Heartland's.

Waterford Metropolitan Area Strategic Plan

1.6 The Waterford Metropolitan Area and the Wider Region

MATERIAL AMENDMENT 135

EXPLANATORY NOTE:

The proposed amendment to **Waterford MASP Policy Objective 2: Driving Regional Growth for the South-East** seeks to strengthen support for socio-economic growth and connectivity of the Waterford MASPs Hinterland Towns.

It is proposed to make amendments to **Waterford MASP Policy Objective 2: Driving Regional Growth for the South-East** in *Section 1.6* as follows:

It is an objective to support the role of the Waterford Metropolitan Area as the primary driver of economic and population growth in the South-East SPA in conjunction with Key Towns of Carlow, Clonmel, Dungarvan, Kilkenny and Wexford, seek to strengthen inter-regional and intra-regional connectivity (public transport, strategic road network and digital) subject to robust route/site selection and the outcome of environmental assessments and the planning process:

- a. Between the Waterford Metropolitan Area and the other metropolitan areas of Dublin, Limerick Shannon and Waterford, strengthen connectivity to the Southern Region Ports, Atlantic Economic Corridor and strengthen connectivity on the TEN-T Corridor.
- b. Between the Waterford Metropolitan Area and Key Towns in the Southern Region, especially Key Towns in the South East
- c. Between the Waterford Metropolitan Area and the Key Towns and settlements in the ~~Limerick-Waterford Transport and Economic network/axis South Tipperary Urban Network and Transport Corridor, the Wexford-Rosslare Euro Port Change Location, and potential connection to the Dublin-Belfast Economic Corridor with a view to an~~ and the Extended Eastern Corridor (Dublin-Belfast Corridors extending to ~~Coast Corridor from~~ Rosslare Europort) ~~to Larne~~ which would include Gorey, Enniscorthy and Wexford as strategic locations on the Corridor. These initiatives, which will be progressed through the County Development Plan process, support the economic spread from the Waterford Metropolitan Area to stimulate employment led growth and regeneration across the wider region.
- d. Between the Waterford Metropolitan Area and Hinterland Towns of Carrick-on-Suir, New Ross & Environs and Tramore.
- e. It is an objective to support the socio-economic growth and continued investment, development and the enhancement of connectivity of the Waterford MASPs Hinterland Towns including of Carrick-on-Suir, New Ross & Environs and Tramore.

4.1 Sustainable Mobility

MATERIAL AMENDMENT 136

EXPLANATORY NOTE:

The proposed amendments to **Waterford MASP Policy Objective 5: Investment in Infrastructure** includes additional measures to support improved digital connectivity.

It is proposed to insert additional points to **Waterford MASP Policy Objective 5: Investment in Infrastructure** in *Section 4.1*:

Waterford MASP Policy Objective 5: Investment in Infrastructure & Digital Connectivity

(a) It is an objective to seek investment and stakeholder co-ordination on the sustainable development of infrastructure capacity (physical, multi-modal transport networks, digital/smart, green and social/community) to enable the Waterford Metropolitan Area fulfil its potential as a regional driver subject to the outcome of environmental assessments and the planning process.

(b) It is an objective to seek investment and improve quality in high speed, high capacity digital infrastructure and access for all to digital infrastructure in the Waterford Metropolitan Area.

(c) It is an objective to seek investment in the initiatives of Local Authority Digital Strategies and investment in initiatives to deliver a greener, more innovative and smarter city and metropolitan area.

(d) It is an objective to deliver high capacity ICT infrastructure and high-speed broadband so peripheral locations can interact more successfully with larger urban centres and the metropolitan area.

MATERIAL AMENDMENT 137

EXPLANATORY NOTE:

The proposed amendments to **Waterford MASP Policy Objective 6** include additional measures to support (a) Integration of Land Use and Transport and (b) Sustainable Transportation across the metropolitan area.

It is proposed to amend and divide **Waterford MASP Policy Objective 6: Sustainable Transportation** into 2 parts (a) Integration of Land Use and Transport and (b) Sustainable Transportation as follows:

Waterford MASP Policy Objective 6 (a): Integration of Land Use and Transport

a. It is an objective to prepare a Waterford Metropolitan Area Strategic Transport Strategy during the lifetime of this MASP with all relevant stakeholders and will be an objective of ~~it is an objective of the WMATS to secure and it is an objective to ensure~~ investment for the implementation of its recommendations subject to the outcome of the WMATS and environment assessment and the planning process including SEA/AA as appropriate: ~~of the Waterford Metropolitan Area Strategic Transport Strategy.~~

(b) It is an objective that Core Strategies of Local Authority Development Plans will identify the public transport corridors and nodal points on corridors in Waterford Metropolitan Area arising from the Waterford Metropolitan Area Transport Strategy which have potential for high density development/regeneration. Core Strategies shall identify the appropriate land use zonings for these nodal points and demonstrate the effective alignment between land use and transport infrastructure planning and delivery of the NPF Compact Growth targets as they apply to the Waterford Metropolitan Area.

- (c) It is an objective to achieve the National Strategic Outcomes for Regeneration through:
- Regeneration, consolidation and growth of the City Centre and suburbs.
 - Delivery of the North Quays Innovation District SDZ regeneration project for integrated sustainable development through the provision of supporting transport infrastructure and services
 - Regeneration, consolidation and growth of strategic residential, employment and nodal locations along public transportation corridors
 - Regeneration, consolidation and growth of strategic residential, employment and nodal locations along strategic bus networks corridors.
- (d) It is an objective to seek sustainable higher densities where practicable at public transport nodal points.

Waterford MASP Policy Objective 6 (b): Sustainable Transportation

It is an objective to support the following sustainable transport priorities in the Waterford Metropolitan Area for consideration in the preparation of the Waterford Metropolitan Area Transport Strategy (WMATS) subject to the outcomes of the WMATS, the outcome of environmental assessments and the planning process including SEA/AA as appropriate:

- Relocation of the Railway Station to the North Quays Innovation District with more direct access to city centre;
- Improved connectivity between the city centre and the North Quays Innovation District and wider Ferrybank area including provision of a pedestrian/public transport bridge and proposed road bridge from The Mall to Ferrybank;
- Provision of an additional Downstream Crossing to provide a link to the south bank of the River Suir in the vicinity of Maypark or Ardkeen, which would serve to create greater connectivity between lands to the North and South of the Suir, improve access to University Hospital Waterford and ease congestion on the existing crossing. The policies and objectives outlined would assist in the realisation of objectives relating to transportation
- New Link Road from Abbey Road to Belmont to improve sustainable connectivity;
- Development of a Metropolitan Area Public Transport system including routes from the City Centre to WIT, Waterford University Hospital, Port of Waterford at Belview and consideration of routes from strategic settlements outside the metropolitan area including Tramore, New Ross and Carrick-on-Suir. Development of sustainable travel options to support and facilitate improved access to the City Centre, from the wider urban area, north and south of the river by walking, cycling and public transport including Quick, frequent and convenient bus services and provision for Park and Ride facilities in tandem with the Green Route, additional cycle lanes.
- Measures to encourage Modal shift to bus and rail for commuters into the city and measures to support regeneration, consolidation and employment led growth of strategic settlements along the Rail Corridor from Clonmel into Waterford.

- Bus Services: Extensive bus network across the Metropolitan Area with longer operational hours and increased frequencies to encourage the significant modal shift from the private car to sustainable transportation;
- Development of new sustainable travel routes including greenways & blueways. Potential for further extensions exists which could build a metropolitan wide cycle network with the [Waterford Denise Greenway](#) established as a sustainable economic corridor through the county;
- Development of a more walkable City.
- Development of the 10 minute city concept for Waterford to drive integration of sustainable mobility with land-use planning, zoning, transport infrastructure (particularly public transport modes) in local level planning

4.2 Improved Regional Connectivity To/From Waterford

MATERIAL AMENDMENT 138

EXPLANATORY NOTE:

The proposed amendments to **Waterford MASP Policy Objective 7: Regional Connectivity** includes additional measures to support improved regional connectivity to/from Waterford.

It is proposed to insert additional points to **Waterford MASP Policy Objective 7: Regional Connectivity** in *Section 4.2*:

It is an objective to support the development of improved Regional Connectivity through development and maintenance of strategic transport infrastructure to support the sustainable development of ~~the South-East Waterford City Region~~ and the South-East subject to the outcome of WMATS where applicable, appropriate appraisal, environmental assessments and the planning process.

Local Authorities and public bodies including state transport agencies shall prioritise investment in the following road and rail infrastructure, subject to the outcome of environmental assessments and the planning process, [to deliver enhanced regional connectivity](#):

- a) [The maintenance and enhancement of the national roads network, catering for transport demand within the Waterford Metropolitan Area, for improved inter-urban / interregional connectivity/ reduced journey times and for improved access to international gateways, including Port of Waterford, Rosslare-Europort and Waterford Airport, through:](#)
 - (i) [Delivery of current Government programmed and proposed national road network improvement schemes relating to the Waterford Metropolitan Area and associated inter-urban connecting roads.](#)
 - (ii) [The maintenance and optimisation of the strategic road network's capacity and utility, through the implementation of appropriate demand management measures.](#)
- b) Improvements to the Waterford -Limerick/ Shannon Strategic Transport Corridor to include upgrading of N24 and Rail line for faster journey times and improved public transport frequencies on public bus and rail services.
- c) Improvements to the Waterford -Cork Strategic Transport Corridor to include upgrading of N25 and additional options for Park and Ride into Cork and Waterford.

- d) Improvements to the Waterford – Rosslare Europort & Wexford Strategic Transport Corridor to include improved road and rail connectivity into Rosslare Europort from Waterford, recognising the important role of Rosslare Europort as a passenger and freight port for the Waterford Metropolitan Area and wider-Southern Region.
- e) The optimal use of the rail network, connecting Waterford at a regional and national level, in catering for the movement of people and goods including development of commuter rail services into Waterford.
- f) Retention of the Waterford -Rosslare Rail line for future freight and passenger rail connectivity for Rosslare Europort
- g) Measures to support Modal Change through transfer of freight from road to rail through increased use of freight sidings (or creation of new rail connections) at the ports and other locations throughout the South-East Waterford City Region.

4.3 Population Projections

MATERIAL AMENDMENT 139

EXPLANATORY NOTE:

The proposed amendment **amends text** and provides additional clarity on population projections for the Waterford MASP. A **new table** that provides population projections for the Waterford MASP area is proposed.

It is proposed to **amend the text in Section 4.3** and to provide a **new table** for population projections. As follows:

The NPF and Implementation Roadmap sets out projections to achieve accelerated urban growth. The NPF and Implementation Roadmap also refer to potential qualified allowances which may apply to deliver on accelerated urban growth in Metropolitan Areas⁶. National Policy Objective 68 states a Metropolitan Area Strategic Plan may enable up to 20% of the phased population growth targeted in the principle city and suburban area, to be accommodated in the wider metropolitan area i.e. outside the city and suburbs or contiguous zoned area, in addition to growth identified for the Metropolitan Area.

This will be subject to:

- Any relocated growth being in the form of compact development, such as infill or sustainable urban extension.
- Any relocated growth being served by high capacity public transport and/or related to significant employment provision; and
- National Policy Objective 9.

This may be relevant in the Waterford context given the need for change to a more balanced concentric city which would require significant growth, development (and infrastructure) on the northern side of the River Suir (predominantly in Co Kilkenny) **and this should be subject to review by the MASP Implementation Group.**

⁶ The Department have clarified that the 25% Headroom identified in the Roadmap can apply to the County Kilkenny area of the Waterford Metropolitan Area

New Table: Population Projections 2026 and 2031 for the Waterford Metropolitan Area⁷

Settlement	2016	2026	Uplift	2031 (See Note 5)	Uplift (See Note 5)
City & suburbs (Kilkenny) + 60% to 2040	5,288	6,608	1,320	7,268	660
Remainder Metropolitan Area (Kilkenny) + 30% to 2040	2,951	3,321	370	3,506	185
City and suburbs (Waterford) + 60% to 2040	48,216	60,716	12,500	66,966	6,250
Remainder Metropolitan Area (Waterford) + 30% to 2040	3,399	3,819	420	4,029	210
METRO AREA TOTAL POP. (+34,007 to 93,861 in 2040)	59,854	74,464	14,610	81,769	7,305

Notes :

1. Waterford City and Suburbs: Population 2016 53,504 as per NPF/Census 2016
2. County Population Growth as per NPF & Implementation Roadmap
3. Metro Area Pop Growth to 2040: +60% for Waterford City and Suburbs in Cos Kilkenny & Waterford as per NPF NPO 8
4. Metro Area (Remainder) in Cos Kilkenny & Waterford +30% to 2040
5. Final Projections for period 2026 to 2031 to be determined by Implementation Body

PRIORITIZING A BALANCED CONCENTRIC METRO AREA FOR WATERFORD

The ambitious targets for 60%+ population growth by 2040 seek to build the critical mass of Waterford as a balanced Concentric metropolitan area, north and south of the River Suir. In the long term a greater proportion of the population will live north of the River.

The steps required to achieve this Core MASP objective are both long term and short term:

Short term:

In terms of physical development, the early enablers that will start the process are (a) the development of a new bridge to link the City Centre to the North Quays, (b) relocation of the railway station to a new Integrated Transport Hub on the North Quays and (c) development of the Abbey Link Road in Ferrybank. All 3 enablers support significant population and employment growth north of the river. All 3 enablers are identified in the RSES & MASP and both the New Bridge and Abbey Link Road are currently in the planning phase and could be ready to proceed in the next 2 years with funding.

Long Term

In order to re-balance the city there will be a need for a high degree of co-ordination across the entire Metropolitan Area. The Implementation Structures to be established will need to oversee revisions to

⁷ The overall population projections for each county, as provided in the NPF Implementation Roadmap (July 2018), do not change in light of these MASP projections figures.

current population targets at each Review to pursue the objective of re-balancing of overall population in favour of higher growth and population allocations north of the River. In the context of the significant growth targets set for the overall Metropolitan Area this will not impede growth or development in the city centre and suburbs south of the river.

The long terms goals include building additional river crossings to create sustainable movement networks across the metropolitan area, increasing north-south connectivity and creating attractive high-quality urban neighbourhoods with local amenities using LAP and Masterplan processes.

Delivery:

Delivery of the short and long term goals requires the early establishment of MASP implementation structures /unit following adoption of the RSES/MASP, a distinct multi-annual funding stream linked to the NDP and the early development of the critical infrastructure identified as ‘key change parameters’ that will deliver both ‘compact regeneration and growth’ – delivering on NPF strategy for Metropolitan Areas (requirements of each MASP, page 135, NPF).

As required under the NPF, 50% of all new housing within Waterford City and Suburbs is to occur within the existing city and suburbs footprint, through brownfield, infill and regeneration. Outside of Waterford City and Suburbs, 30% of all new homes that are targeted in settlements is to occur within their existing built-up footprints as per National Policy Objective 3 (c) of the NPF.

Refer to Chapter 9 regarding implementation of the MASP.

5.0 Housing and Regeneration

MATERIAL AMENDMENT 140

EXPLANATORY NOTE:

The **new Waterford MASP Policy Objective** includes additional measures to support housing and regeneration development in Waterford.

It is proposed to insert a **new policy objective** for “Housing and Regeneration” to the Waterford MASP as follows:

New Waterford MASP Policy Objective P: Housing and Regeneration

- a) It is an objective to support the densification of Waterford City Centre, the assembly of brownfield sites for development and the regeneration and redevelopment of Waterford City Centre to accommodate residential use. The MASP recognises that initiatives will facilitate compact growth and increased residential density in the city centre.
- b) It is an objective to ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF and RSES objectives.

6.0 Employment and Enterprise

MATERIAL AMENDMENT 141

EXPLANATORY NOTE:

The **new Waterford MASP Policy Objective** below sets out the policies in support of a smart Metropolitan Area.

New Waterford MASP Policy Objective Q: A Smart Metropolitan Area and Strengths in Attracting FDI

- a) It is an objective to seek investment in the sustainable development of initiatives of IDA Ireland and Enterprise Ireland in strengthening enterprise assets, fostering competitive locations and conditions for enterprise growth in the Waterford Metropolitan Area.
- b) It is an objective to implement and develop novel technologies, build a sustainable knowledge base and engage citizens in digital transformation, while minimising the risk of digital inequalities in the Waterford Metropolitan Area.

MATERIAL AMENDMENT 142

EXPLANATORY NOTE:

The **new Waterford MASP Policy Objective** seeks to strengthen the economic resilience of the Waterford Metropolitan Area and support potential for clusters.

It is proposed to insert a **new policy objective** on “*Economic Resilience and Clusters*” in the Waterford MASP as follows:

New Waterford MASP Policy Objective R: Economic Resilience and Clusters

It is an objective to develop, deepen and enhance the economic resilience of the Waterford Metropolitan Area through creating a vibrant and diversified enterprise base, with strong, healthy, connected Eolas Comhroinnte Obair le cheile / Shared Knowledge Working Together (ECOLC/SKWT) Clusters which assist in bringing disruptive technologies and innovations to national and global markets.

6.5 Tourism and Retail

MATERIAL AMENDMENT 143

EXPLANATORY NOTE:

The proposed amendment to **Waterford MASP Policy Objective 16: Retail** seeks to support additional measures to promote a positive retail experience in Waterford

It is proposed to make the following additions and amendments to **Waterford MASP Policy Objective 16: Retail** as follows:

- a. Within one year of the adoption of the RSES/MASP a Joint Retail Strategy shall be prepared for the Waterford Metropolitan Area in accordance with the Retail Planning Guidelines. The Joint Retail Strategy shall include – inter alia- the defined area of the Core City Shopping Area, the location of Suburban or District Shopping Centres, a map to

indicate sustainable travel routes to/from each shopping area which prioritise cycle and pedestrian access over cars.

b. It is an objective to protect and enhance customer experience of visiting Waterford City Centre through facilitating a mixed expansion of services including high order comparison retailing in conjunction with service, cultural and entertainment facilities through appropriate and sensitive redevelopment and infill development.

8.2 Social Infrastructure

MATERIAL AMENDMENT 144

EXPLANATORY NOTE:

The proposed amendment to **Waterford MASP Policy Objective 20: Lifelong Learning and Skills** seeks to strengthen policy in respect of Lifelong Learning and Skills.

It is proposed to make the following amendments to **Waterford MASP Policy Objective 20: Lifelong Learning and Skills** as follows:

It is an objective to support measures to develop Waterford as a UNESCO Learning City including community education initiatives and support for lifelong learning and skills training, recognising the requirements for accessible Irish Language Learning for children and adults and linguistic diversity in a multi-cultural society through including the development of the necessary infrastructure and facilities, subject to the outcome of environmental assessments and the planning process.

8.3 Working for Social Cohesion and Diversity across the Metropolitan Area

MATERIAL AMENDMENT 145

EXPLANATORY NOTE:

The proposed amendments to **Waterford MASP Policy Objective 21: Social Inclusion** seek to strengthen policy in support of social inclusion.

It is proposed to make the following amendments to **Waterford MASP Policy Objective 21: Social Inclusion** as follows: It is an objective to support and seek investment in delivering actions and stakeholder initiatives of the Local Economic Community Plans (LECPs) of Local Authorities to strengthen community infrastructure and promote social inclusion and diversity for all citizens across all our communities, supporting integration of new communities, refugees and asylum seekers. All actions and initiatives shall be subject to the outcome of environmental assessments and the planning process.



Tionscadal Éireann
Project Ireland
2040



Tionól Réigiúnach an Deiscirt
Southern Regional Assembly