

**Motions by the Elected Members of the Southern Regional Assembly from  
Tipperary County Council on the Material Amendments to the Draft  
Regional Spatial and Economic Strategy.**

We the Southern Regional Assembly Members of Tipperary County Council are proposing the following Motions to the Material Amendments proposed to the Draft Regional Spatial and Economic Strategy

It is considered that the amendments requested in the document relate to clarifications only and are not considered material.

The Motions as detailed below were as submitted by the Regional Assembly Members of TCC on the 10<sup>th</sup> May 2019. The Motion Numbers below are as reference in the Minutes of that meeting.

A number of other miscellaneous Motions are listed at the end of the document.

**RA Motion 41**

The SPA Section in Appendix 3 should be incorporated into a new Volume 2 (MASPs to be moved to new Volume 3) and developed further to ensure that the assets and opportunities within the SPAs are fully developed.

**Reason:**

The Draft RSES and the Director's Report appears to focus on the MASP areas and not the primary role of the RSES to drive overall regional development. The role of SPAs and the identification of how the assets in each SPA can contribute to the growth and development have been given limited status within the document. As Members of two SPA committees we consider that the SPAs should be incorporated more fully into the RSES.

**Environmental Consideration:**

We the Elected Members have considered the SEA/AA documents which accompanied the Draft RSES, together with the commentary at the end of the Director's Report. We do not consider that this motion will be contrary to these Environmental Assessments.

**No amendments to the SPA have been shown. SPAs are not included within the main body of the RSES.**

**Motion was agreed by Regional Assembly Members but changes were not shown in the Material Amendments. Confirmation that the changes proposed will be included in the final document.**

## **RA Motion 42**

Waterford/Limerick Economic and Transport Corridor should be included on the Strategic Map on Page 31.

### **Reason:**

The Waterford/Limerick Economic and Transport Corridor has already been included in text. This corridor should be clearly shown on the Strategic Map to show its importance in proving economic and transport connectivity between the three MASP areas of the Southern Region.

### **Environmental Consideration:**

We the Elected Members have considered the SEA/AA documents which accompanied the Draft RSES, together with the commentary at the end of the Director's Report have already addressed this issue. We do not consider that this motion will be contrary to these Environmental Assessments.

**The Strategic Map has not been included in the material amendments.**

**Director's report indicated that an additional map and content specifically on the Waterford-Limerick East West network will be included.**

**Confirmation that the changes proposed will be included in the final document.**

## **RA Motion 46**

The following wording on Page 102 relating to Key Towns should be omitted. "~~at a level which does not undermine achievement of growth targets and economic driving role of the cities~~"

### **Reason:**

We consider that the growth of the Key Towns is vital to ensure the regional growth targets of the NPF and achieving balanced development and overall prosperity of the region. The MASP area have been identified for growth in their own right (reference their separate funding streams under the URDF). Key Towns must also be permitted to grow in order to fulfill their role in the Southern Region.

### **Environmental Consideration:**

We the Elected Members have considered the SEA/AA documents which accompanied the Draft RSES, together with the commentary at the end of the Director's Report have already addressed this issue. We do not consider that this motion will be contrary to these Environmental Assessments.

**Regional Assembly Members agreed that this wording would be omitted (see Minutes of meeting). Confirmation required that the changes proposed will be included in the final document.**

**RA Motion 52**

The proposed Enterprise and Innovation Assets Map, identifying sector opportunities in each SPA and amending text and narrative accordingly, referred to on Page 121 of the Director's Report has not be circulated. This Map and text should not be confirmed without having first been considered and agreed.

**Reason:**

We have not seen the proposed changes.

**Environmental Consideration:**

We the Elected Members consider that as we have not seen the proposed changes, we cannot consider the environmental impacts of them.

**This map was not included in material amendments.**

**Director's Response to the Motion was not agreed. TCC Motion was passed by the Elected Members. This map needs to be agreed prior to publication of the RSES. Confirmation required that this will be done.**

**RA Motion 54**

The wording around the role, function and opportunities provided by the Waterford/Limerick Economic and Transport Corridor in the RSES should be amended as follows.

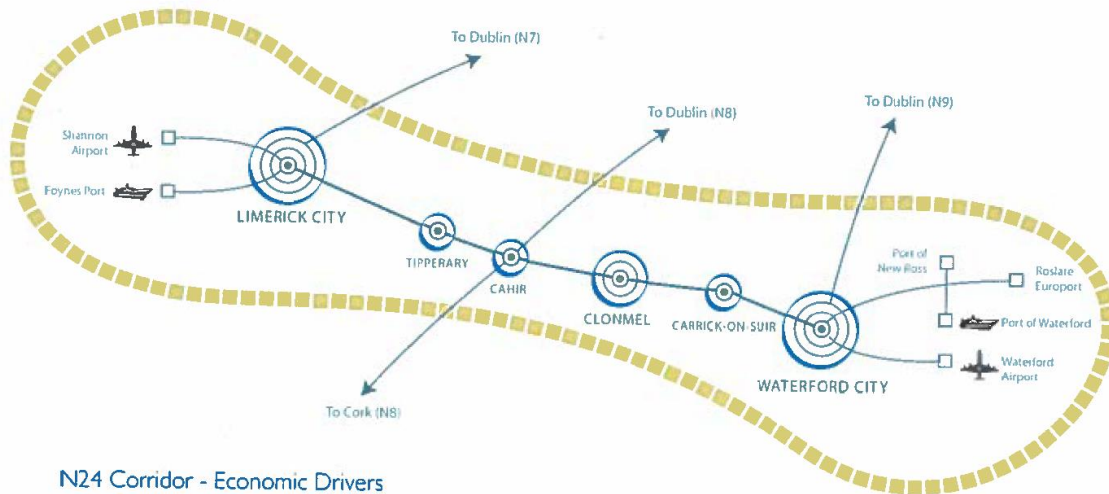
**Limerick-Waterford Economic and Transport Corridor**

The Limerick - Waterford Economic and Transport Corridor links key regional cities and towns by rail and road and is one the primary networks and economic drivers for the Southern Region. The RSES support enhanced connectivity between the MASP cities by the 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.

Insert new Map into the RSES:



**Reason:**

The Waterford/Limerick Economic and Transport Corridor has already been included in text. Additional wording in the RSES is appropriate to develop the opportunities of the Corridor further.

**Environmental Consideration:**

We the Elected Members have considered the SEA/AA documents which accompanied the Draft RSES, together with the commentary at the end of the Director’s Report have already addressed this issue. We do not consider that this motion will be contrary to these Environmental Assessments.

**Wording changed but map not included. See material amendment 24.**

**Motion was agreed by the Elected Members. Map needs to be included. Confirmation required that this will be done.**

### **RA Motion 55**

Amend wording on P129 as follows:

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. **The new Waterford/Limerick Economic and Transport East-West Corridor will link the Atlantic Economic Corridor and the Eastern Economic Corridor and will be prioritised.**

#### **Reason:**

The reasons for the inclusion of the Waterford/Limerick Economic Corridor are similar to the Eastern Economic Corridor. In his case it will link the Atlantic Economic Corridor to the Eastern Economic Corridor and to Rosslare EuroPort.

#### **Environmental Consideration:**

We the Elected Members have considered the SEA/AA documents which accompanied the Draft RSES, together with the commentary at the end of the Director's Report have already addressed this issue. We do not consider that this motion will be contrary to these Environmental Assessments.

**This has not been done in material amendment 30. The motion was passed by the Elected Members.**

**Confirmation that this wording will be included in the final document.**

### **RA Motion 57**

Reference is made on Page 148 of the Director's Report to the insertion of a new RPO and wording is suggested. The following amendment should be made to this new RPO:

Agricultural production, sustainability, food security and health are closely linked and there is a growing recognition on the value of **highly productive** agricultural land, ~~particularly in areas that are experiencing strong urbanisation pressures.~~ There is a need to ensure both the protection of the agriculture industry and the rural landscape that supports it. This includes recognising the value of horticultural land, protecting the resource productivity of agricultural land and addressing development pressures and the potential impact that Brexit will have on agriculture and food exports throughout the region."

**Reason:**

As mentioned in the proposed wording, the protection of the resource productivity of agricultural land and addressing development pressures and the potential impact that Brexit will have on agriculture and food exports throughout the region should be addressed. It is not sufficient that this is restricted only to land around strong urban centres. All highly productive agricultural land should be protected.

**Environmental Consideration:**

We the Elected Members have considered the SEA/AA documents which accompanied the Draft RSES, together with the commentary at the end of the Director's Report have already addressed this issue. We do not consider that this motion will be contrary to these Environmental Assessments.

**No reference to this new RPO in material amendments.**

**This Motion was agreed by the Regional Assembly members. Confirmation that this wording will to be included in the final document.**

**RA Motion 64**

Director's Report refers to clarified wording Section 8.1 Water Supply Projects p185 regarding the water supply project for the Midlands and Eastern Region having been agreed. This text should not be confirmed without having first been considered and agreed.

**Reason:**

We have not seen the proposed changes.

**Environmental Consideration:**

We the Elected Members consider that as we have not seen the proposed changes, we cannot consider the environmental impacts of them.

**Director's response agreed by the Elected Members.**

**Suggest amending wording as follows as it does not read correctly:**

**"...and particularly recognises the strategic opportunities of to the region presented by its key infrastructure sites."**

**This is considered to be non-material.**

**RA Motion 68**

Amend Thurles Key Town Infrastructural requirements to include following wording:  
Support for the delivery of projects submitted under the Urban Regeneration and Development Fund.

**Reason:**

To promote the long term sustainable development of Thurles Town and the projects which may progress under the URDF.

**Environmental Consideration:**

We the Elected Members have considered the SEA/AA documents which accompanied the Draft RSES has already addressed this issue. We do not consider that this motion will be contrary to these Environmental Assessments.

**This has not been done. This motion was passed by the Elected Members.**

**Confirmation that this wording will be included in the final document.**

**RA Motion 72**

Amend wording on Page 234 as follows:

“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 ~~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,”~~

Relocate this wording to the new SPA Section as previously referenced.

**Reason:**

All tourism assets should be promoted. No need to pick out individual assets.

**Environmental Consideration:**

We the Elected Members have considered the SEA/AA documents which accompanied the Draft RSES, together with the commentary at the end of the Director’s Report have already addressed this issue. We do not consider that this motion will be contrary to these Environmental Assessments.

**Change not made.**

**Motion agreed by the Elected Members. Either omit list or include additional tourism assets as previously circulated by TCC.**

**RA Motion 73**

The Limerick/Shannon MASP should be amended to include a Section on the Mid-West Limerick City Region. This reflects a similar approach taken in Section 1.6 of the Waterford MASP.

This Section should include the key roles of the City in supporting the City Region and the City Region supporting the City. This should include hinterland towns, infrastructural assets, amenities, connectivity and natural resources.

**Reason:**

To ensure consistency across the whole document and to maximize the potential of the Region.

**Environmental Consideration:**

We the Elected Members have considered the SEA/AA documents which accompanied the Draft RSES, together with the commentary at the end of the Director's Report have already addressed this issue. We do not consider that this motion will be contrary to these Environmental Assessments.

**This has not been done. In addition reference to Waterford City Region has been removed in material amendment 138 (This had not been requested).**

**Motion was agreed by the Elected Members. Director's response was not agreed.**

**Request that the South East Waterford City Region be reinserted with appropriate wording and that the Motion that was passed, requesting that the Mid West Limerick City Region be included with appropriate wording, be actioned.**

**RA Motion 74**

P241 states under the Director's Response that "the section on Regional Connectivity can be strengthened to reflect the need for improvements to road and rail connectivity along existing transport corridors and new content on digital connectivity can be included in this section". The Director's Recommendation goes on to say that "Additional content can be included to strengthen the section on Regional Connectivity including Digital Connectivity."

No wording has been provided. Cannot agree to the inclusion of until we see what is being proposed.

**Reason:**

We have not seen the proposed changes.



**Environmental Consideration:**

We the Elected Members consider that as we have not seen the proposed changes, we cannot consider the environmental impacts of them.

**Director's response agreed by the Elected Members.**

**Additional wording has been added to the Tralee, Killarney, Wexford and Dungarvan Key Town wording (especially in relation to digital inter-regional connectivity). RSES should be amended so that this is additional wording is included in all Key towns.**

**Other Issues:****TCC 1****Material amendment 23****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
- [Limerick- Waterford Transport and Economic network/axis](#)
- 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~~

**Request that Limerick- Waterford Transport and Economic network/axis be moved up as shown above. Non-material change.**

## TCC 2

### Material amendment 67

Amendments to **RPO 147: Local Planning Objectives** in *Section 6.3.5* as follows:

For all major employment developments and all schools, travel plans with a strong emphasis on sustainable travel modes shall ~~should~~ be **conditioned considered** as part of planning permissions and be carried out in a manner consistent with published NTA guidance.

**Amend wording as proposed. Considered to be a non-material amendment.**

## TCC 3

### Material amendment 94

#### **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 seek to** 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 **where possible, seek to** identify and protect existing paths, walkways and rights of way.

**Amend wording as proposed. Considered to be a non-material amendment.**