Tionól Reigiúnach Oirthir agus Lár-Tíre
Eastern and Midland Regional Assembly

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National Recovery and Resilience Plan- Public Consultation

The Eastern and Midland Regional Assembly (EMRA) welcomes the public consultation relating to the National Recovery and Resilience Plan.

The Assembly notes that the National Recovery and Resilience Plan follows from the EU's Recovery and Resilience Facility. The aim of the Facility is to mitigate the economic and social impact of the COVID -19 pandemic and make European economies and societies more sustainable, resilient and better prepared for the challenges and opportunities of the green and digital transitions. Ireland is expected to receive €853 million in grants under the Facility in 2021 and 2022. A further set of grants is to be allocated in 2023, taking into account economic developments between now and then. In order to access this funding, Ireland must develop a National Recovery and Resilience Plan for approval by the European Union.

The Eastern and Midland Regional Assembly (EMRA) are responsible for the preparation and implementation of the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region. The EMRA's Regional Spatial and Economic Strategy (RSES) outlines the spatial, economic and climate policies for the Eastern and Midland Region within the context of an investment framework, and as such is fundamental to the formulation of the National Recovery and Resilience Plan.

As requested within the related consultation document, this submission responds to the two consultation questions posed, using the headings of the six pillars identified where relevant. Accordingly, the submission is structured to include an overall context (detailing the role and function of the Regional Assembly and the importance of the RSES), a response to the consultation questions, and supporting appendices that includes a profile of the Region.

1.0 Overall Context

1.1 Role and Function of the Regional Assembly

The EMRA is part of the regional tier of governance in Ireland. It is primarily focused on driving regional development through the formulation, adoption and implementation of the Regional Spatial and Economic Strategy (RSES), oversight and coordination of County Development Plans and Local Economic and Community Plans, management of EU Operational Programs, EU project participation, implementation of national economic policy, and additional functions working with the National Oversight and Audit Commission.

Along with the three-fold ambition for the Region as stated in the Regional Spatial and Economic Strategy (RSES) of healthy placemaking, economic opportunities and climate action, EMRA will also work towards the strategic goals in our Corporate Plan to grow the profile of the Region and to drive the regional agenda at home and abroad, working with our stakeholders to shape policymaking

including the next round of EU 2021-2027 programmes and to enhance local, regional, national and EU coordination.

EMRA has statutory functions providing oversight on Local Authority Development Plans and ensuring consistency between the RSES and the National Transport Authority (NTA) Transport Strategy for the Greater Dublin Area (GDA). As a strategic policy body, EMRA also participates in the consultation processes of other relevant strategic plans and policies.

1.2 The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region

The RSES for the Eastern and Midland Region (EMR) was made in June 2019. The overall vision of the Strategy is to create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunity for all. The vision is supported by 16 Regional Strategic Outcomes (RSOs) that are framed around three key principles of Healthy Placemaking, Climate Action and Economic Opportunity.

A primary statutory objective of the Regional Spatial and Economic Strategy (RSES) is to support the implementation of the National Planning Framework (NPF), the NDP, and thus Project Ireland 2040. The RSES is of critical importance for the delivery of Project Ireland 2040, given that it is the succeeding tier of policy delivery in Ireland.

It is essential for the delivery of same, that investment and reform decisions of the National Recovery and Resilience Plan are aligned to economic and spatial planning decisions. The RSES captures these decisions for the Eastern and Midland Region to provide a meaningful planning and investment framework for the Region.

1.3 Covid-19 Regional Economic Analysis

The three Regional Assemblies of Ireland prepared a "COVID-19 Regional Economic Analysis"[1] to identify the geographical areas in Ireland which are more likely to be exposed to the economic disruption caused by the necessary measures to prevent the spread of COVID-19.

The Report found that the sectors considered to be the worst affected include construction, wholesale and retail (excluding essential services), accommodation and food services, arts, entertainment and recreation services, childcare, quarrying and mining, and hair, beauty and wellbeing services.

The Eastern and Midland Region has an exposure rate of 43.6%. At a sub-regional level, the Midlands was one of the areas worst exposed to the economic disruption caused by COVID-19 at 48.9%. It is also worth mentioning that the Report identified that Dublin has the highest actual number of units operating in the worst affected sectors.

2.0 Consultation Question No. 1

> 1. Taking into account the guidance provided by the European Commission, what are the areas Ireland should prioritise for 1) investments and 2) reforms for inclusion in our National Recovery and Resilience Plan?

The RSES of the EMRA clearly articulates areas of prioritisation for investments and reforms, and is strongly aligned to Europe's objectives and the flagship initiatives outlined for inclusion and consideration in the National Recovery and Resilience Plan. Accordingly, the following sections

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[1] https://emra.ie/covid-19-regional-economic-analysis/

identify the investment and reform priorities of the Region as defined by the RSES, under each of the six pillars listed in the consultation document, namely:

1. Green Transition
2. Digital Transformation
3. Smart, sustainable and inclusive growth including economic cohesion, jobs, productivity, competitiveness, research, development and innovation, and a well-functioning single market with strong SMEs
4. Social and territorial cohesion
5. Health, and economic, social and institutional resilience, including with a view of increasing crisis reaction and crisis preparedness
6. Policies for the next generation, children and youth, including education and skills

2.1 Green Transition

The RSES prioritises investment and reform to enhance climate resilience and to accelerate a transition to a low carbon economy, recognising the role of natural capital and ecosystem services in achieving this. Under the Green Transition Pillar, the EMRA has identified the following areas of prioritisation;

2.1.1. Delivery of a Targeted Low Carbon Just Transition for the Peatlands of the Wider Midlands

Ongoing and tailored investment is required to deliver a just transition for the wider Midlands area of the EMR following the cessation of peat cutting and closure of the ESB's Shannonbridge and Lanesboro Power Stations.

2.1.2 The Transition to a Competitive, Low-Carbon, Climate-Resilient, Circular and Environmentally Sustainable Economy

Investment is required in the region to advance the creation of sustainable green jobs, sustainable food production and enhanced energy security.

2.1.3 Enable the Decarbonisation of Energy Production in the Region

Investment is required into the development of Strategic Energy Zones, district heating opportunities, renewable energy sources (including exploring the bioeconomy and offshore wind power), capacity renewal, and future technology.

2.1.4 Invest in the Electricity Transmission and Distribution Network

Deliver a strengthened electricity transmission and distribution network to facilitate planned growth and transmission of renewable-energy focused generation across the major demand centres, supporting the Region's population. Key priorities include the Celtic Interconnector, The North-South Interconnector, reinforcement of the Greater Dublin Area between Dunstown and Woodland 400 kV substations to increase the capacity of the often congested and highly loaded Dublin transmission network, the installation of additional transformer capacity and increased circuit capacity to meet Dublin demand growth, and The Laois-Kilkenny Reinforcement Project.

2.1.5 Invest in an Energy-Efficient and Climate Resilient Built Environment

Invest in sustainable patterns of development, including compact growth, and provide mechanisms to enable low energy buildings, including continued retrofitting of current housing stock. Investment should also acknowledge the ambition of settlements to realise low carbon goals, including, for instance, Portlaoise as a Low Carbon Town.

2.1.6 Deliver Necessary Flood Relief and Coastal Defence Infrastructure

A number of flood relief schemes should be prioritised to enable the sustainable development of the region. This includes prioritising the Athlone, Dundalk, Drogheda and, Carlingford and Greenore Flood Relief Schemes whilst progressing the minor works schemes, delivered directly by Local Authorities nationwide that provide local solutions.

2.1.7 Provide a Strategic Network of Connected Green Infrastructure Routes

Prioritise the delivery of the National and Regional Greenways, including the Dublin-Galway Greenway, whilst providing investment to enable a national and regional connected network of greenways, blueways and peatways. This serves a wide variety of important functions, including but not limited to; provision of habitat, increased biodiversity, ecological corridors, climate change adaptation and mitigation, water treatment, water retention, local amenity provision, air quality improvement, cultural and heritage preservation, a mentally restorative environment, flood mitigation and tourism potential.

2.1.8 Environmentally Sustainable Public Transport

The RSES identifies the importance of environmentally sustainable public transport through the inclusion of Regional Strategic Objective 6 (RSO 6), which advocates for integrated transport and land use through promoting the best use of Transport Infrastructure, existing and planned, and promoting sustainable and active modes of travel to ensure the proper integration of transportation and land use planning. This is underpinned by RSO 9, which seeks to support the transition to low carbon and clean energy, and, RSO 15 which advocates for enhanced strategic connectivity.

The following RSES priorities should be included as part of the National Recovery and Resilience Plan;

- **Deliver transport infrastructure that is aligned to the spatial priorities of the RSES and the Dublin Metropolitan Area Strategic Plan (MASP)**: To deliver the MASP for Dublin (including RPO 5.2), an adequate level of investment should be deployed to deliver on the transport priorities of the Dublin Metropolitan Area Strategic Plan in a manner that facilitates sustainable travel patterns. Resources should have a particular focus on increasing the share of active modes (namely walking and cycling), creating a safe street environment for pedestrians and cyclists while improving the use of sustainable public transport modes. In this regard, the EMRA supports appropriate sustainable public transport projects in the Dublin Metropolitan Area that are outlined below and in Tables 8.2, 8.3 and 8.5 of the RSES[2]. Simultaneously, resources should also aim to deliver the NTA Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on the canal, river and coastal corridors.

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[2] Subject to the outcome of appropriate environmental assessment and the planning process

Dublin -Belfast Economic Corridor

The Strategy supports the development of the Dublin - Belfast Economic Corridor through targeted investment in transport infrastructure and services complementing and maintaining its function as part of the EU TEN-T core network. See Chapter 8 Connectivity for further information.

Rail;

- DART Expansion Programme - new infrastructure and electrification of existing lines, including provision of electrified services to Drogheda and further north on the Northern Line, Celbridge-Hazelhatch or further south on the Kildare Line, Maynooth and M3 Parkway on the Maynooth/Sligo Line, while continuing to provide DART services on the South-Eastern Line as far south as Greystones

- New stations to provide interchanges with bus, LUAS and Metro network including at Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook

- Implement the extension of the Dunboyne/M3 Parkway line to Navan during the Mid Term Review of the GDA Transport Strategy

- Complete construction of Metrolink from Swords to Sandyford, including underground extensions to UCD and Knocklyon from Charlemont

- LUAS Green Line Capacity Enhancement in advance of Metrolink

- Appraisal, planning and design of LUAS network expansion to Bray, Finglas, Lucan, Poolbeg, Hazelhatch, Booterstown and Blessington

- In principle there is a need to carry out an evaluation of underground metro routes within the M50

New and Enhanced Park and Ride

New Park and Ride locations at Swords, Finglas, Dunboyne, Liffey Valley, Naas Road, Carrickmines, Woodbrook, Greystones

Bus

Within the Dublin Metropolitan Area, investment in bus based public transport will be delivered through BusConnects, which aims to overhaul the current bus system in the Dublin metropolitan area, including the introduction of Bus Rapid Transit.

Roads

- M4 Maynooth to Leixlip
- M11 from Jn 4 M50 to Kilmacanogue
- N3 Clonee to M50
- M50 Dublin Port South Access

- **Support sustainable public transport infrastructure projects that will be outlined in Local Transport Plans in the Region**: An adequate level of investment should be deployed to deliver forthcoming Local Transport Plans, to be prepared in tandem with the NTA, that facilitate sustainable travel patterns within key settlements of the Eastern and Midland Region. For designated settlements, resources should have a particular focus on improving the share of active modes, namely walking and cycling, while creating a safe street environment for cyclists and pedestrians. Such resources should also aim to enhance the use and infrastructure of bus services within these key settlements while also enhancing the connectivity between these geographical areas and the Dublin Metropolitan Area, with relevant priorities outlined in Table 8.3 of the RSES.

- **Develop rail projects that will enhance the connectivity and accessibility of the Eastern and Midland Region.** The EMRA supports the delivery of rail projects which will enhance the connectivity and accessibility of the region. Specific projects and relevant reviews have been outlined in Table 8.2 of the RSES[3], as included below. Furthermore, the EMRA supports the delivery of a higher-speed rail connection between Belfast, Dublin and Cork.

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[3] Subject to the outcome of appropriate environmental assessment and the planning process

Table 8.2: Rail Projects for the Region

DART Expansion Programme - new infrastructure and electrification of existing lines, including provision of electrified services to Drogheda or further north on the Northern Line, Celbridge-Hazelhatch or further south on the Kildare Line, Maynooth and M3 Parkway on the Maynooth/Sligo Line, while continuing to improve DART services on the South-Eastern Line as far south as Greystones
Provide for an appropriate level of commuter rail service in the Midlands and South-East
Complete the construction of the National Train Control Centre.
New stations to provide interchange with bus, LUAS and Metro network including Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook.
A feasibility study of high-speed rail between Dublin Belfast, Dublin Limerick Junction/Cork will be carried out.
Reappraisal of the extension of the Dunboyne/M3 Parkway line to Navan during the Mid Term Review of the GDA Transport Strategy.
Complete construction of Metrolink from Swords to Sandyford and consider underground extensions to other locations from Charlemont.
LUAS Green Line Capacity Enhancement in advance of Metrolink.
Undertake appraisal, planning and design of LUAS network expansion to Bray, Finglas, Lucan and Poolbeg.
Undertake assessment, and, if appropriate, planning and design of LUAS network expansion to Hazelhatch and Booterstown.
In principle there is a need to carry out an evaluation of underground metro routes within the M50.

- **Expand the local link Rural Transport Programme throughout rural communities in the Eastern and Midland Region:** As advocated through RPO 8.13 of the RSES, the EMRA supports the expansion of the local link Rural Transport Programme, and additional capital expenditure should aim to further integrate this service with other public transport services, improve linkages of services between towns, villages and rural communities, ensure fully accessible vehicles operate on all services while improving the overall customer experience.
- **Expand the cycling and pedestrian infrastructure of smaller towns and villages in the Eastern and Midland Region:** Investment and reform should aim to provide safe cycling routes in small towns and villages across the Eastern and Midland Region. At the same time, such funding should also aim to enhance pedestrian facilities in all rural communities based in the Region.
- **Enhance the use of smart transport technologies in the Eastern and Midland Region:** Transport infrastructure of the region should aim to embrace the "Smart Regions" concept, which from a transport perspective, involves a systematic integration of ICT in the planning, design, operations, and management of transport services in the Region's cities, towns and villages.
- **Expand the number of publicly available EV charge points in the Eastern and Midland Region:** Facilitate and encourage an increase in the use of electric vehicles by developing more recharging facilities in the Region. Prioritisation in this regard should aim to develop EV "Fast Charge" points or EV "High Powered Charge"[4] points in strategic and accessible locations across the Region.

2.1.9 Provide Investment to Enable Enhanced Climate Resilience of National Recovery and Resilience Plan Related Projects

Investment is required to ensure that all related projects are assessed for their climate impact, including that they are planned, designed, built and operated in a way that anticipates, prepares for, and adapts to changing climate conditions. The ESPON QGasSP Project (Quantitative Greenhouse Gas Impact Assessment for Spatial Planning Policy) provides an example of a robust, simple and proportionate method for quantifying and forecasting the relative GHG impacts of alternative spatial planning policies, with pan-European applicability, which could be tailored for this circumstance.

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[4] Fast chargers can get an 80 percent charge to most EVs in 30 minutes, while high powered chargers can give a charge of 100km in as little as six minutes. Data provided by the ESB

2.2 Digital Transformation

The RSES and its ongoing implementation identify investment and reform priorities to improve the Region's digital performance. Under the Digital Transformation Pillar, the EMRA has identified the following areas of prioritisation;

2.2.1 Deliver the Necessary Services and Infrastructure to Enable Remote Working

The RSES advocates for a network of innovative co-working spaces in the region to mitigate long commuting times, promote remote working opportunities and lifestyle benefits. The availability of **broadband** is crucial to enable this.

2.2.2 Safeguard Funding for the National Broadband Plan

This will enable remote working, e-learning and necessary digital infrastructure for business, research and innovation. It is also essential to ensure social inclusion and engagement with marginalised and vulnerable societal groups.

2.2.3 Smart Cities, Towns and Villages

The RSES identifies the need to prioritise the roll-out of Smart Grids and Smart Cities, providing new connections, grid balancing, energy management and microgrid development to support this. The prioritisation of the systematic integration of ICT in the planning, design, operations and management of our cities, towns and villages is central to this. Specifically, this includes the enhancement of; Smart Dublin, which aims to promote the Dublin region as a world leader in the development of smart city technologies, using open data, and with innovation districts such as Smart Docklands as a testbed, and; the development of Smart Communities elsewhere, including developing the potential offered by improved rural connectivity and digitisation, to build on local enterprise and infrastructure assets to drive innovations around energy, transport, agri-food, tourism, e-services and remote working for instance.

2.2.4 Delivery of Digital Just Transition

Ongoing and tailored investment is required to deliver a digital just transition for the Region, to ensure readiness for impacted businesses, and to understand and address employment vulnerability resulting from digitalisation. This follows on from work carried out by the National Economic and Social Council (NESC) that identifies Edgeworthstown, Co. Longford as the settlement within Ireland that contains the highest share of employment at high risk of automation at 57.8 per cent.

2.3 Smart, Sustainable and Inclusive Growth

As identified by the RSES, there is a need for prioritisation in making places socially inclusive, attractive for enterprise investment whilst developing sectoral clustering, driven by effective collaborations and built around investments in research. Under the Smart, Sustainable and Inclusive Growth Pillar, the EMRA has identified the following areas of prioritisation;

2.3.1 Enable the Ambition and Potential of the Region's Economic Engines

Prioritise investment and reforms in key locations of scale to enable national and regional economic drivers that support their wider hinterlands. This includes; Dublin[5] as a national economic driver; The Dublin-Belfast Economic Corridor, especially in light of BREXIT and the need to develop an all-island economy; Athlone, Drogheda and Dundalk as vital regional growth centres; and a number of Key Towns[6].

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[5] Please see Appendix D for a list of Strategic employment Locations in the Dublin Metropolitan Area.
[6] Swords, Maynooth, Bray, Navan, Naas, Wicklow, Longford, Mullingar, Tullamore and Portlaoise.

2.3.2 Ensure there is a Regional Approach to Ireland's Smart Specialisation Strategy (S3)

The economic strategy of the RSES is based on five key principles, one of which would include the economic principle of Smart Specialisation. This would enable using a sector or cluster-like policy concept not only to reinforce regions in their most advanced industrial sectors but also to diversify their economic bases in a smart way, in the most promising areas with the most socio-economic potential. By applying a regional dimension to Ireland's S3, policymakers can utilise capital funding resources in a far more efficient manner, allowing regions to capitalise on self-identified competitive advantages for the economic benefit of their own geographical areas.

2.3.3 Invest in Placemaking as a Means to Support Regional Enterprise Policy and Planning

Investment and reform is required to enable transformative and regenerative projects which support the creation of attractive places for people to live and work, thus attracting talent. Talent availability is recognised as key to attracting FDI and business opportunities to the Region. Whilst investment in the public realm is key; this is complemented through ensuring critical mass in key locations, safe spaces, mobility and accessibility, a high quality-built environment with access to nature, housing choice, employment opportunities, and educational resources.

2.3.4 Deliver a Socially Inclusive and Robust Enterprise Supporting Ecosystem

Invest in a functional property and infrastructural ecosystem to ensure ready to go, sufficiently scaled landbanks with appropriate utility infrastructure. The enterprise supporting ecosystem also comprises business incubation centres, community enterprise centres, accelerator development schemes, local enterprise offices, research and innovation centres with Higher Education Institutes (HEIs), technology gateways, technology centres, research centres, and IDA business and technology parks. This inventory of assets distributed in the Region aims to enable and stimulate collaboration within and across regions, playing a key role in shaping and implementing Technology Innovation Poles.

2.3.5 Provide Specific Sectoral Supports

Investment is required for specific sectors (namely Retail, Tourism, Marine, Low Carbon Economy and Agriculture) identified as labour-intensive economic activities which are of particular importance to the Region, given their sensitivity for job creation, maintenance and sustainability. This requirement has intensified owing to the COVID-19 economic crisis and Brexit.

2.3.6 Economic Future-Proofing and Anticipated Economic Structural Change

Particularly relevant to the EMR is the need for a just transition to managing the effects of a **low carbon and digital transition**. Furthermore, investment to manage economic structural change in sectors, including agriculture, is required. The investment will be required to manage the impact of Brexit and, in particular, the impact this will have on the agriculture sector within the Midlands.

2.4 Social and Territorial Cohesion

One of the key principles of the RSES is to ensure effective regional development across the Eastern and Midland Region. This includes enhancing cohesion, taking into account local, regional and national disparities, including the rural and urban gaps, thus mitigating territorial disparities. Under the Social and Territorial Cohesion Pillar, the EMRA has identified the following priorities;

2.4.1 Delivery of Spatial Strategy (Ensuring Spatial Alignment)

The RSES presents a Spatial Strategy[7], devised and informed by a complementary Economic Strategy, which provides a framework for future growth, ensuring the delivery of effective regional development through the realisation of viable and vital places. This includes championing the capital city of Dublin as a smart, climate-resilient and global city region; securing Athlone, Drogheda and Dundalk as Regional Growth Centres, acting as regional economic drivers and supports for their wider

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[7] See Appendix B

catchment areas; and promoting a network of large economically active Key Towns[8] that provide employment and services to their surrounding areas. All of this is supported by Self-Sustaining Growth Towns, Self-Sustaining Towns and a network of multifaceted Rural Places. It is essential that investment and reform priorities reflect this spatial strategy, and the settlement hierarchy presented to allow managed and sustainable growth that enables each place to fulfil ambition and potential.

2.4.2 Delivering Housing and Sustainable Urban Development

The RSES identifies the importance of the delivery of housing and sustainable urban development to provide for the growing population of the Eastern and Midland Region. The RSES ensures a future pattern and location of housing and urban development that provides for more compact and sustainable settlements, including Dublin City, Regional Growth Centres and Key Towns, which will lead the development of the region.

The following RSES priorities should be included as part of the National Recovery and Resilience Plan;

- **Deliver the spatial strategy of the NPF and RSES through focused growth and investment in strategic locations:** The NPF sets out that the population of the Eastern and Midland Region is to increase to 2.85 million by 2040. To manage this projected growth, the RSES settlement hierarchy for the Region sets out key locations for population and employment growth, with a focus on the delivery of compact growth in Dublin, the Regional Growth Centres of Athlone, Drogheda and Dundalk, and Key Towns[9] across the region.
- **Support the delivery of housing and enabling infrastructure on key sites that contribute to compact growth targets in the Dublin Metropolitan Area:** It is essential that at least 50 per cent of all new homes that are to be built within the Dublin Metropolitan Area are to be delivered within or contiguous to its existing built-up area. The provision of capital expenditure should aim to support the delivery of housing developments and enabling infrastructure on key sites in the Dublin Metropolitan Area, which have been outlined in Table 5.1[10] of the RSES. Furthermore, the provision of capital expenditure in this regard should support the regeneration of underused town centre and brownfield/infill lands while delivering housing on existing zoned and serviced lands in the Dublin Metropolitan Area, with the view of facilitating significant compact growth.
- **Support the delivery of housing and enabling infrastructure on key sites that contribute to compact growth targets in the Regional Growth Centres and Key Towns of the Region:** It is imperative that at least 30 per cent of all new homes that are to be built within our designated Regional Growth Centres and Key Towns are to be delivered within or contiguous to their existing built-up areas. To achieve this, the provision of capital funding for housing developments and enabling infrastructure on strategic sites within these key settlements should, where appropriate, aim to support the regeneration of underused town centres and brownfield/infill lands while also supporting the development of housing on existing zoned and serviced lands to facilitate significant compact growth.
- **A proportion of URDF should be ring-fenced for the Dublin Metropolitan Area, the Regional Growth Centres and Key Towns of the Region:** The bidding process for the URDF should continue in a revised form, whereby enhanced and ring-fenced funding is provided for complex and larger regeneration projects in the Dublin Metropolitan Area and the designated Regional Growth Centres (Athlone, Drogheda and Dundalk) and Key Towns of the Region. Increased and ring-fenced funding sources will be instrumental in ensuring urban renewal schemes are adequately utilised in a manner that supports compact growth targets that have been outlined in the RSES. In recent years, it has become clear that the ability of Local Authorities to prepare successful applications under the URDF (and RRDF) have mainly

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[8] Swords, Maynooth, Bray, Navan, Naas, Wicklow, Longford, Mullingar, Tullamore and Portlaoise.
[9] Swords, Maynooth, Bray, Navan, Naas, Wicklow, Longford, Mullingar, Tullamore and Portlaoise.
[10] See Appendix C

become resource-dependent, with funding being distributed in a manner that is not wholly aligned to the spatial objectives of the NPF and the RSES. It has been noted in discussions with our stakeholders that local authorities may be in a better position to achieve the opportunities available in the national funds if the requisite resources were available to prepare comprehensive applications for funding under the current competitive process.

2.4.3 Rural Development

The RSES identifies the need to strengthen the fabric of rural Ireland, supporting rural towns and communities as well as the open countryside, improving connectivity, and supporting job creation, particularly in a more diverse range of sectors. The rejuvenation of rural towns and villages requires that appropriate job creation can be supported in rural areas. Traditional sectors such as agriculture, tourism, extractive industries and forestry are complemented by diversification in sectors such as food, renewable energy and opportunities provided from improved digital connectivity.

The following RSES priorities should be included as part of the National Recovery and Resilience Plan;

- **Deliver serviced sites within rural settlements to enable sustainable housing provision:** A 'New Homes in Small Towns and Villages' initiative would augment 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 to provide new homes to meet housing demand. This would provide a sustainable alternative to one-off rural housing and provide a mechanism to sustain rural populations.
- **Provide clear and structured mechanisms to sustain and enhance the rural economy:** The RSES identifies the need to support traditional sectors of the rural economy whilst complementing these through diversification in sectors including agriculture and tourism. Accordingly, there is a need to provide mechanisms and supports to rural economies (including agriculture and digital sectors) to enable a just transition.

2.4.4 Delivery and Enhancement of Infrastructure

The RSES identifies the necessity of infrastructure to provide the essential functions and services that support European societal, economic and environmental systems.

The following RSES priorities should be included as part of the National Recovery and Resilience Plan;

The National Road Network;

- **Continue to develop the motorway and national road network of the Eastern and Midland Region:** The EMRA supports the appraisal (including necessary environmental assessments) and or delivery of the road projects as detailed in the RSES as follows;

Table 8.4: Road Projects for the Region
M7 Naas to Newbridge bypass widening, Osberstown Interchange and Sallins Bypass
N2 Slane Bypass
N2 Rath Roundabout to Kilmoon Cross
N2 Ardee to south of Castleblaney
M4 Maynooth to Leixlip
M4 Mullingar to Longford (and Sligo)
M11 from Jn 4 M50 to Kilmacanogue
N3 Clonee to M50
N52 Ardee Bypass
N52 Tullamore to Kilbeggan
M50 Dublin Port South Access

- **Invest in the Water Supply Needs of the Region:** Priority investment for the EMR includes The Water Supply Project for the Eastern and Midland Region, the Vartry Water Supply Scheme, The Rural Water Programme, and the active leakage control and water mains rehabilitation programme.
- **Deliver necessary Waste Water Treatment Infrastructure:** Priority investment for the EMR includes Greater Dublin Drainage Programme, Ringsend Wastewater Treatment Plan Project, Athlone Main Drainage Project and, the Upper Liffey Valley Sewerage Scheme.

Airports and Ports;

- **Invest in the continued development of Dublin Airport:** It is imperative that investment is provided for Dublin Airport using a sustainable approach to airport development which responds to important environmental constraints associated with future development and includes mitigation where necessary and appropriate. This includes, support for the provision of a second runway, improved terminal facilities and supporting infrastructure. It is necessary that this is supported by enhanced access through investment in Metrolink and improved bus services as part of BusConnects, connections from the road network from the west and north, improved cycle access to Dublin Airport and surrounding employment locations, and, in the longer term, consideration of heavy rail access to the Airport would facilitate direct services from the national rail network in the context of potential future electrification.
- **Enable the enhancement of Dublin Port:** This includes investment support for the role of Dublin Port as a Port of National Significance (Tier 1 Port) and its continued commercial development, including limited expansion and improved road access, including the Southern Port Access Route.
- Provide adequate supports for Regional Ports: Appropriate levels of investment should be provided to support the role of regional ports as economic drivers for the Region. This includes ports of regional significance located at Drogheda, Dundalk, Dún Laoghaire, Greenore and Wicklow, as well as other regional ports at Arklow, Howth, and Warrenpoint in Northern Ireland.

2.5 Health, and Economic, Social and Institutional Resilience

The RSES identifies a number of areas of prioritisation to enable resilience throughout the Region, including in the health care system, the economic environment, institutional and social resilience in relation to employment, skills and policies that support job creation and transitions, and policy to support the wellbeing of all the Region's citizens. This section should be read in tandem with the investment and reform priorities outlined under the other Pillars. Under the Health, and Economic, Social and Institutional Resilience Pillar, the EMRA has identified the following priorities;

2.5.1 Deliver Adequate Health Infrastructure and Services

In line with specific healthcare policy contained within the RSES, the EMRA advocate for investment to maintain and enhance health care services and infrastructure in accordance with the RSES Settlement Strategy whilst developing community healthcare networks to support local populations.

2.5.2 Provide for the Wellbeing of the Region's Citizens

Prioritise investment and reforms to cater to the needs of our diverse region, enhancing social, economic and institutional reliance. The RSES includes a policy to ensure age-friendly communities, cater to marginalised groups, including travellers, and provide integration measures for migrants. This is underpinned by the creation of resilient and healthy places through providing a strong public realm, sustainable travel, access to recreation facilities and open space, creation of a sense of place, strong, inclusive communities and provision of necessary physical infrastructure.

The following RSES priorities should be included as part of the National Recovery and Resilience Plan;

- **Safeguard funding for Culture and Heritage Led Regeneration:** Funding should be provided for historic towns and buildings in the Region in the practice of culture and heritage-led regeneration to promote the sensitive and adaptive reuse of historic building stock, industrial structures and protected structures where appropriate.
- **Support the Region's Gaeltacht:** Funding should be provided to support the implementation of language plans for the Region's Gaeltacht and the identification of Gaeltacht Service Towns and Irish Language Networks in the Region, and to promote the development of the Gaeltacht in Meath in a manner that protects and enhances the distinctive linguistic and cultural heritage.
- **Enhance the Creative Industry of the Region:** Support the clustering of the film and audio-visual sector in the Dublin and Wicklow areas and to support the training of film workers and crew around the Region, as well as exploiting opportunities for the industry outside of these hubs.
- **Provide supports for the Designation of UNESCO candidate sites**: Investment is required to support UNESCO candidate sites, including the historic city of Dublin and medieval monastic sites at Clonmacnoise, Durrow, Glendalough, Kells and Monasterboice and representatives of the Royal Sites of Ireland at Dún Áilinne, Hill of Uisneach, and Tara Complex.

2.6 Policies for the Next Generation, Children and Youth, including Education and Skills

The RSES emphasises the important role that social infrastructure plays in developing strong and inclusive communities. Under this Pillar, the EMRA identifies a number of reform and investment priorities, particularly relating to education and skills.

2.6.1 Provide Education and Childcare Services and Infrastructure that Respond and Cater for Current and Future Populations

The EMRA, through the RSES, support the provision of high-quality childcare, education and training provision, including the allocation of sufficient sites and the development/enhancement of childcare facilities, schools, colleges and universities in appropriate locations to cater for population growth targets under the RSES, to provide for greater educational choice and research capability to facilitate improvement in skills, economic development and to assist in tackling disadvantage. Whilst all facilities and services are of extreme importance, one pertinent issue at present is ensuring full financial and legislative support for Athlone IT to achieve TU status, thus supporting Athlone's role as a Regional Growth Centre serving the wider Midland catchment.

3.0 Consultation Question No. 2

> 2. Of the Country Specific Recommendations received by Ireland in 2019 and 2020, which are considered the most relevant for reflection upon in Ireland's National Recovery and Resilience Plan?

The EMRA recognises the need for the National Recovery and Resilience Plan to address many of the Country Specific Recommendations set out. A number of investment and reform priorities that are set out in Section 2.0 above directly relate to the Country Specific Recommendations, including strengthening the resilience of the healthcare system, employment, skills development and education, housing, digital and green transitions, SME support, economic diversification and addressing regional disparities.

The Eastern and Midland Regional Assembly consider the following the most relevant for reflection upon in Ireland's National Recovery and Resilience Plan;

3.1 Creating Regional Effectiveness and Balance- Addressing Regional Disparities

The Regional Assembly not only acknowledges regional disparities at a national level but is also extremely cognizant of those disparities that exist within the Eastern and Midland Region. Examples of this include the Assembly's research[11], which demonstrates that the Midland counties are worst exposed to the economic disruption caused by COVID-19, while Dublin was the least exposed. In addition, ESRI research has shown that "First Time Buyer" households in Dublin, Wicklow, Meath, and Kildare would have to pay between 31% and 36% of their monthly income on their mortgage instalments[12] in 2018, which would be above the standard affordability benchmark of 30%.

It is essential, therefore, that the National Recovery and Resilience Plan ensures regional effectiveness and balance through the implementation of a regional approach to policymaking. This includes ensuring investment and reform priorities that reinforce the spatial strategy of the Eastern and Midland Region as documented above at Sections 2.3.1 and 2.4.1. To combat this challenge and achieve the overarching vision of the RSES, a holistic response is needed at a Departmental level to deal with interconnected issues such as housing, transport, health, education, economic development and climate action.

3.2 Low Carbon/Green and Digital Transitions

The information documented above in Sections 2.1 and 2.2, and in particular 2.1.1 and 2.2.4 relating to low carbon and digital just transitions, respectively, demonstrates the necessity for sufficient levels of funding for investment and reforms which counteracts the vulnerability of workers and labour market implications of such transitions. It is also worth prioritising investment and reforms for geographic locations that may be acutely impacted by such transitions, such as the Midland Counties, coupled with a need to explore any future or emerging 'at risk areas' and their economies.

In tandem with this is the need to reflect upon and exploit the opportunities provided by emerging green and digital transitions, including prioritising stimulus measures to grow these economic sectors and to add value (including increasing the number of high-quality jobs) to any existing related clusters in the Region.

4.0 Conclusion

In conclusion, the Regional Assembly welcomes the opportunity to engage in the consultation process of the National Recovery and Resilience Plan. We look forward to any further engagement from the Department in this regard in order to mitigate the economic and social impact of the pandemic and create economies and societies which are more sustainable, resilient and better prepared for the challenges and opportunities of the green and digital transitions.

Regards,

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Jim Conway
Director
Eastern and Midland Regional Assembly
22nd February 2021

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[11] https://emra.ie/dubh/wp-content/uploads/2020/05/CV19-Regional-Economic-Analysis.pdf

[12] https://www.esri.ie/system/files/publications/RN20190402_0.pdf

Appendix A: Evidence Base

The following content provides a brief profile of the Eastern and Midland Region, which has been used to inform the priorities outlined within this submission.

Placemaking Profile

1. **Population Estimates:** The total population of the Eastern and Midland Region stood at 2.5 million as of April 2020, accounting for just under half of Ireland's population (49.3%)[13]. By 2040, it is estimated that the Region's population will rise to around 2.85 million[14].

2. **Commuting Patterns:** As of Q2 2019[15], residents living in the Eastern and Midland Region experienced notably long commute times, compared to the national average of 28 minutes for a one-way commute. Of the eight sub-regions, residents in the Mid-East had the longest one-way commute time in Ireland – at 34 minutes – with residents in Dublin (31 minutes) and the Midlands (29 minutes) recording the second and third-longest average one-way commute times in the State.

3. **Housing Affordability:** ESRI research has shown that "First Time Buyer" households in Dublin, Wicklow, Meath, and Kildare would have to pay between 31% and 36% of their monthly income on their mortgage instalments[16] in 2018, which would be above the standard affordability benchmark of 30%.

4. **Deprivation Rates:** As of 2019, 17.7% of the Eastern and Midland Region's population are experiencing enforced deprivation, which was marginally below the corresponding national rate of 17.8%[17].

5. **Education Attainment:** Third level attainment rates in the Eastern and Midland Region stood at 51% in 2019, which was above the corresponding State average of 47%. Encouragingly, third level education enrolments[18] in the Region have risen from just over 93,987 in 2009 to just over 121,083 in 2019.

6. **Public Transport Accessibility:** As of 2016[19]", 68.3% of Dublin's population was served with high frequency public transport, (i.e. Luas, bus or train with over 50 departures a day), well above the corresponding State average of 29.6% of the population. All four local authorities in Dublin recorded ratios above the State average. Outside of Meath – where 33.7% of the population where served by high frequency public transport stops – the remaining counties in the Eastern and Midland Region registered below average proportions namely, Louth at 10.3%, Offaly at 11.7%, Wicklow at 11.9%, Westmeath at 17.1%, Kildare at 21.3% and Laois at 27.2%.

7. **Household Energy Efficiency:** As per the latest figures[20], 19 per cent of the homes audited in Ireland registered either a BER of "A" or "B" between 2009 and Q3 2020, with below average proportions recorded in Offaly (11% of homes to register either a BER of "A" or "B"), Longford (12%), Westmeath (13%) and Laois (16%). Only 31 per cent of the homes audited in Dublin County registered either a BER of "A" or "B" between 2009 and Q3 2020, with lower ratios recorded in Meath (28%), Kildare (25%), Louth (22%), Wicklow (22%) and Dublin 01-24 (20%).

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[13] https://www.cso.ie/en/releasesandpublications/er/pme/populationandmigrationestimatesapril2020/

[14] https://www.esri.ie/system/files/publications/RS111.pdf https://npf.ie/wp-content/uploads/Project-Ireland-2040-NPF.pdf

[15] https://www.cso.ie/en/releasesandpublications/br/b-lfstb/labourforcesurveybulletinmainplaceofworkandcommutingtimein2019/

[16] https://www.esri.ie/system/files/publications/RN20190402_0.pdf

[17] https://www.cso.ie/en/releasesandpublications/ep/p-silc/surveyonincomeandlivingconditionssilc2019/

[18] Higher Education Authority enrolment data. Includes enrollments from undergraduates, postgraduates, FETAC Advanced Certificate, FETAC Certificate, and remote learners

[19] https://www.cso.ie/en/csolatestnews/presspages/2019/measuringdistancetoeverydayservicesinireland2019/

[20] https://www.cso.ie/en/releasesandpublications/er/dber/domesticbuildingenergyratingsquarter32020/

8. **EV / Hybrids Sales:** As of 2019, EV and Hybrid cars accounted for 18 per cent of all new cars licensed for the first time in Longford, which was above the corresponding national ratio of 12.7% and the highest out of all the counties in Ireland. This was followed by Westmeath at 15.9%, Meath at 15.3%, Wicklow at 15.3%, Kildare at 14.3%, Offaly at 14.2%, Dublin at 13.6%, Louth at 13% and Laois at 10.8%[21].

9. **EV Public Charging Infrastructure:** As of December 2020, there was 40 ESB EV "Fast Chargers" in the Eastern and Midland Region, with each of these chargers having three sockets of different varieties, while there was 3 ESB EV "High Powered Chargers" based in the region, with this charger having two sockets of different varieties[22].

Economic Profile

10. **GDP:** The Eastern and Midland Region's economy was valued at €175 billion as of 2018, accounting for just over half (54%) of the economic output generated by the Irish economy[23].

11. **Labour Market Conditions**: As of Q3 2020, total employment in the Eastern and Midland Region amounted to 1.17 million, which accounted for 50.8% of Ireland's employment base. By 2040, it is estimated that the Region's employment base will expand to around 1.34 million[24].

   A total of 182,413 residents in the Eastern and Midland Region were in receipt of the Pandemic Unemployment Payment (PUP) as of the 29th of November[25]. The total number of employees that were in receipt of the Employment Wage Subsidy Scheme and working for an employer based in the Eastern and Midland Region amounted to 163,585[26], as of the end of November.

12. **Enterprise Base:** As of 2018, there was 269,687 SMEs operating in Ireland; 265,890 of which were registered in a specific county in Ireland[27]. Of this total, 137,049 SMEs were in the Eastern and Midland Region, highlighting the Region's importance to Ireland's SMEs market. In absolute terms, Dublin had the highest number of SMEs in Ireland, at 87,773 in 2018.

13. **Multinational Companies**: As of 2019, a total of 1,549 companies were supported by the IDA Ireland, with the majority (62.3%) located in the Eastern and Midland Region[28]. As of 2019, IDA Ireland supported companies employed a total of 245,096 jobs in the State, with just over half or 130,538 located in the Eastern and Midland Region.

14. **Brexit Exposure:** The sub-sectors of the economy that are likely to be either severely or moderately affected in the event of a "Hard Brexit"[29] accounted for 36.4% of the Eastern and Midland Region's employment base in Q3 2020, which in absolute terms amounted to 423,700 jobs.

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[21] Regional Assemblies of Ireland calculations using CSO data: https://data.cso.ie/
[22] Fast chargers can get an 80 percent charge to most EVs in 30 minutes, while high powered chargers can give a charge of 100km in as little as six minutes. Data provided by the ESB
[23] https://www.cso.ie/en/releasesandpublications/er/cirgdp/countyincomesandregionalgdp2017/
[24] https://npf.ie/wp-content/uploads/Project-Ireland-2040-NPF.pdf
[25] https://data.cso.ie/product/LR
[26] https://revenue.ie/en/corporate/documents/statistics/registrations/covid-19-support-schemes-statistics-12-november-2020.pdf
[27] https://www.cso.ie/en/releasesandpublications/er/bd/businessdemography2018/
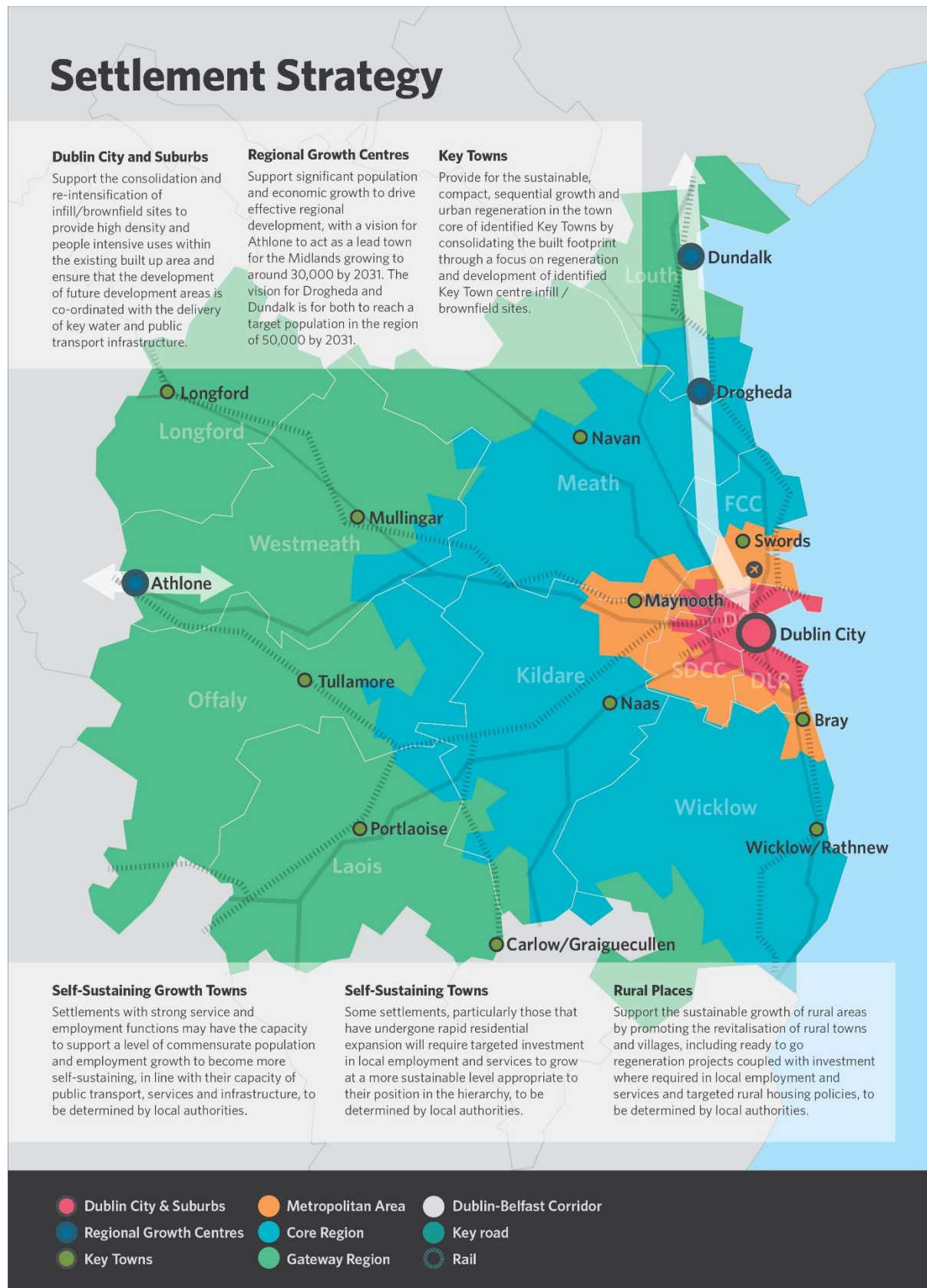[28] Data obtained from the IDA
[29] Sub-sectors of the economy that are likely to be severely affected in the event of a "Hard Brexit" is based on research by the ESRI, which rank exposure based on a region's reliance on certain employment activities under certain 2 digit NACE codes: https://www.esri.ie/system/files/publications/WP677_0.pdf

Appendix B: Settlement Strategy of the EMR

Settlement Strategy

Dublin City and Suburbs

Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area and ensure that the development of future development areas is co-ordinated with the delivery of key water and public transport infrastructure.

Regional Growth Centres

Support significant population and economic growth to drive effective regional development, with a vision for Athlone to act as a lead town for the Midlands growing to around 30,000 by 2031. The vision for Drogheda and Dundalk is for both to reach a target population in the region of 50,000 by 2031.

Key Towns

Provide for the sustainable, compact, sequential growth and urban regeneration in the town core of identified Key Towns by consolidating the built footprint through a focus on regeneration and development of identified Key Town centre infill / brownfield sites.

Self-Sustaining Growth Towns

Settlements with strong service and employment functions may have the capacity to support a level of commensurate population and employment growth to become more self-sustaining, in line with their capacity of public transport, services and infrastructure, to be determined by local authorities.

Self-Sustaining Towns

Some settlements, particularly those that have undergone rapid residential expansion will require targeted investment in local employment and services to grow at a more sustainable level appropriate to their position in the hierarchy, to be determined by local authorities.

Rural Places

Support the sustainable growth of rural areas by promoting the revitalisation of rural towns and villages, including ready to go regeneration projects coupled with investment where required in local employment and services and targeted rural housing policies, to be determined by local authorities.

Legend:
- Dublin City & Suburbs
- Regional Growth Centres
- Key Towns
- Metropolitan Area
- Core Region
- Gateway Region
- Dublin-Belfast Corridor
- Key road
- Rail

Appendix C: Dublin MASP- Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing (Table 5.1 of the RSES)

TABLE 5.1 Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing

Corridor	Residential	Employment/ Mixed Use	Phasing/Enabling infrastructure
City Centre within the M50 (Multi-modal) **Population capacity** Short 35,000 Medium 10,000 Long 15,000 **Total 60,000**	**Docklands** build out of North Lotts and Grand Canal Docks with further physical and social regeneration of Poolbeg and northeast inner-city lands	Further development of people intensive high tech and services-based business districts in Docklands and Poolbeg	**Short to Medium term** Dodder bridge, LUAS extension to Poolbeg, local and wider area water upgrades, waste water upgrades and district heating
	City centre regeneration of older social housing projects (former PPPs), Parkwest-Cherry Orchard, Ballymun, Ashtown-Pelletstown and St James – Heuston lands	Regeneration of Diageo lands, health and education related employment at St James and Grangegorman campus	**Short to Medium term** Waste water upgrades, social infrastructure **Long term** Long term capacity supported by DART underground
	Naas Road /Ballymount – significant brownfield lands in South Dublin and Dublin City Council areas, with potential for residential development and more intensive employment/ mixed uses	Re-intensification of underutilised lands including Naas road and older industrial estates, subject to feasibility study	**Medium to Long term** Multi-modal public transport, new Luas stop, site assembly, waste water upgrades and local area water network upgrades
	Dunsink – major greenfield landbank with long term potential to develop a new district centre	Subject to feasibility	**Long term** LUAS extension to Finglas, access, site conditions, feasibility
North-South corridor (DART) **Population capacity** Short 31,000 Medium 13,000 Long 7,000 **Total 51,000**	**North Fringe** – large scale urban expansion creating new communities at Clongriffin-Belmayne (Dublin City) and Baldoyle-Stapolin (Fingal)	Completion of mixed-use districts with retail and service provision	**Short to Medium term** Access to rail station, bus upgrades, new road connections, drainage, parks and social infrastructure
	Donabate – significant residential capacity in this strategically located rapidly growing coastal village	Consolidation of economic and service base in tandem with population growth	**Short term** DART expansion, distributor road and railway bridge, social infrastructure, local area water network and storage upgrades
	South County Dublin - North Wicklow – development of new residential communities at Woodbrook- Shanganagh and Bray Golf course and Harbour lands	Strengthening commercial town functions in Bray, developing IDA strategic site in Greystones to strengthen economic base in North Wicklow	**Short term** Access road, new station at Woodbrook – Shanganagh. Access to Bray station and PT bridge.
	Bray Fassaroe* – westward extension of Bray at Old Connaught-Fassaroe (Dún Laoghaire) and Bray -Fassaroe (Wicklow) lands	New mixed use residential and employment district at Fassaroe, west of Bray Greystones Strategic site	**Short to Medium term** High capacity bus between Bray and Fassaroe, distributor road, N/M11 upgrades, new bridge to Old Conna. Waste water upgrades. Local and wider area water network and storage upgrades **Long term** LUAS extension to Bray

Corridor	Residential	Employment/ Mixed Use	Phasing/Enabling Infrastructure
North-West corridor (Maynooth/ Dunboyne commuter line /DART) **Population capacity** Short 24,000 Medium 10,000 Long 3,000 **Total 37,000**	**Dublin 15 lands** – continued development of Hansfield linked to the future development of Barnhill and Kellytown landbanks to the south and east	Further development of large-scale employment in Dublin Enterprise Zone** and synergies with Blanchardstown IT	**Short term** Public transport, Clonsilla Station, water network and waste water upgrades.
	Leixlip – strategic greenfield lands near Confey station with capacity for phased development, improve links to Leixlip and adjoining Dublin/Meath lands	Large scale former Hewlett Packard site and Collinstown site to strengthen employment base for North Kildare	**Short to Medium term** LUAS extension to Maynooth, roads upgrades, community and social infrastructure, waste water and local water network upgrades
	Maynooth – Significant strategic residential capacity at Railpark lands and to the north and west of the town near Maynooth University	New Research & technology Park adjoining Maynooth University	**Short to Medium term** DART expansion, road upgrades, bridge, Maynooth Outer Orbital Route, waste water and local water network upgrades
	Dunboyne – Sequential development prioritising zoned and serviced lands near the railway station and town centre and at Dunboyne North / M3 Parkway station	Space intensive 'big box' employment at Portan. Mixed use 'live - work' development at Dunboyne North	**Medium to Long term** Outer Orbital road, distributor road, additional watermains and waste water upgrades
South western corridor (Kildare line/ DART and LUAS redline) **Population capacity** Short 45,000 Medium 21,000 **Total 66,000**	**Western suburbs** - Continued development of Adamstown SDZ and the phased development of Clonburris located strategically between the west Dublin suburbs of Lucan and Clondalkin. New residential community at Kilcarbery near Clondalkin.	Promotion of high tech, manufacturing and research and development in Grange Castle Business Park	**Short to Medium term** New roads and railway bridge, new rail station, DART expansion to Celbridge-Hazelhatch (Adamstown, Clonburris) Access road and waste water upgrades (Kilcarbery). Public transport and access (Grange Castle). New water network infrastructure to supply Clonburris SDZ and local network upgrades
	LUAS red line - Regeneration of brownfield lands in Tallaght. New district at Fortunestown near emerging town of Saggart/Citywest	Re-intensification of older industrial estates at Naas Road/ Ballymount. Intensification of industrial lands and mixed-use development at Tallaght Town Centre/Cookstown	**Short to Medium term** Brownfield conditions and site assembly waste water upgrades and Citywest junction link at Tallaght/Fortunestown
Metrolink / LUAS Greenline Corridor (Metrolink/ LUAS) **Population capacity** Short 28,000 Medium 25,000 Long 18,000 **Total 71,000**	**Dún Laoghaire - Rathdown** – New and emerging mixed-use districts of Cherrywood and Sandyford. New residential communities in Ballyogan and environs and Kiltiernan-Glenamuck	Continued development of high-density business districts at Cherrywood and Sandyford. New mixed use centres in Ballyogan and Kiltiernan	**Short to Medium term** LUAS green line upgrades. Public transport and roads upgrades. New road and bridge and N11 junction (Cherrywood) and water upgrades
	Swords - sequential development of strategic residential sites within Swords and development of Oldtown-Mooretown lands	Airport related, commercial facilities and employment linked to development of Metrolink	**Short to Medium term** Public realm, pedestrian and cyclist provision. Road improvements, BusConnects. Additional runway and improved access (Airport). Waste water upgrades. Local and wider area water network upgrades
	Swords – Lissenhall – new mixed-use urban district on the northern side of Swords linked to delivery of Metrolink	Development of high-tech research and development employment within a campus setting at Lissenhall East	**Medium to Long term** Improved bus connections, Metrolink, roads improvements and expanded internal road network and waste water upgrades

*Development at Fassaroe will be undertaken in collaboration between Wicklow County Council, Dún Laoghaire-Rathdown County Council and the transport agencies **Dublin Enterprise Zone is not directly served by existing or planned rail and will require improve bus connections and demand management measures.

Appendix D: Potential of Strategic Employment Development Areas in the Dublin Metropolitan Area (Table 5.2 of the RSES)

TABLE 5.2 Potential of Strategic Employment Development Areas in the Dublin Metropolitan Area

Strategic corridor	Strategic Employment locations	Employment potential
Docklands and City centre (Multi-modal)	Docklands, Poolbeg and north east inner city	High tech, financial services and people intensive employment and regeneration of underutilised lands
	City centre (Grangegorman and St James-Diageo lands)	Re-intensification and regeneration of underutilised lands; employment opportunities related to education and hospital campus development
	Industrial lands	Re-intensification of older industrial lands subject to feasibility
North-South corridor (DART)	North County Wicklow (Bray, extension to Fassaroe, Greystones)	Re-intensification of commercial town centre functions and new mixed-use district. Redevelopment of IDA strategic sites at Greystones to strengthen employment base for North Wicklow
North-West corridor (DART/Maynooth-Dunboyne commuter line)	Dublin Enterprise Zone (Dublin 15)	Large scale office, research and development and high tech manufacturing in proximity to Blanchardstown IT
	Dunboyne employment lands	Space intensive 'big box' employment at Portane. Mixed use development at M3/Parkway
	Leixlip employment lands	Large scale former Hewlett Packard site and Collinstown site for regional enterprise to strengthen employment base for North Kildare
	Maynooth Research & Technology Park	New technology and research and development employment related to synergies with Maynooth University
South west corridor (DART /LUAS redline)	Naas Road/Ballymount lands	Potential for intensification of industrial lands and development of new mixed-use district
	Tallaght Town Centre /Cookstown	Potential for intensification of industrial lands and development of a new mixed-use district
	Grange Castle Business Park	Space intensive uses e.g. IT, research, pharmaceuticals in a campus style setting
Metrolink / LUAS Green line Corridor	South County Dublin (Cherrywood, Ballyogan and Sandyford)	Mixed-use districts with significant retail and people intensive employment to complement city centre and docklands
	Swords and Dublin Airport/South Fingal	Future employment locations and airport related and commercial facilities in Swords and Dublin Airport/South Fingal