

**From:** CLUNE Deirdre [REDACTED]  
**Sent:** 30 March 2017 18:13  
**To:** National Planning Framework  
**Cc:** Laura McGonigle; CLUNE Deirdre  
**Subject:** Ireland 2040 Submission

**Follow Up Flag:** Follow up  
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Dear Sirs,

### **Ireland 2040 Submission**

There is an urgent need to progress the provision of a motorway between Cork and Limerick.

The most recent forecasts predicts that the population of the island of Ireland will be between seven and eight million in the 2030s, with most living in the eight main coastal city regions - Belfast, Dublin, Waterford, Cork, Limerick, Galway, Sligo and Derry. It is expected that about half of the island's population will live within the Dublin - Belfast Corridor, and over one million within the Galway - Limerick-Cork-Waterford corridor. This projected increase in population will put a significant strain on essential services and associated infrastructure – housing, transportation, water services, energy, health, education, etc.

The four cities of Cork, Limerick, Cork, Waterford and Galway were designated as Gateway Cities in the 2002 National Spatial Strategy. The objective of which, was that each should develop 'critical mass' to enable them to become effective drivers of their respective regional economies, and thus provide a counter-balance to the growing dominance of the Greater Dublin Area, but without impeding the development of the GDA as an international Gateway.

However, with the exception of Galway, population growth in these cities has lagged behind the national average, and current trends would indicate that the Greater Dublin Area will further increase its share of the national population over the next 20 years. There is a real danger of the Dublin area overheating. The need to have other competitive regions is more critical now than ever.

Each of the four Gateway Cities identified in the National Spatial Strategy is the principal urban centre of a region, i.e. Waterford for the South-East, Cork for the South-West, Limerick for the Mid-West and Galway for the West.

The '*Our Cities*' report was published in 2009 by Forfás and the National Competitiveness Council. It focused on the global competition between cities and the fact that cities are increasingly seen as the drivers of national competitiveness and economic and social development, especially in terms of the knowledge economy. However, the best way to achieve more balanced regional development is to establish an increasingly connected network of co-operating and complementary city regions.

Additionally, the NSS argued that the ability to travel between Cork and Limerick in about an hour by road or rail would result in both centres being seen to have collective strengths in their appeal for investment and enterprise. Equally if roads and public transport connections between Waterford and Cork and between Limerick/ Shannon and Galway were appropriately enhanced, the attractions of each gateway could also be seen in an increasingly shared sense.

The National Planning Framework needs to contain specific measures to promote the 'Gateway Cities' – to ensure more balanced regional development. The attraction of FDI companies to regional locations outside the Greater Dublin Area will be an important step in that direction.


The lack of a motorway between Cork and Limerick is serious impediment to this development.

Yours sincerely,

Deirdre Clune MEP

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Member of the European Parliament  
- Transport and Tourism Committee  
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