



Comhairle Cathrach  
& Contae **Luimnigh**  
Limerick City  
& County Council

# Limerick National Development Plan Submission 2025

ATLANTIC EDGE  
**LIMERICK**  
EUROPEAN EMBRACE







# Contents

|  |    |
|--|----|
| Mayor's Foreword                           | 5  |
| 1. Housing and building strong communities | 8  |
| 2. Transport                               | 11 |
| 3. Water and Wastewater Capacity           | 14 |
| 4. Renewable Energy Infrastructure Support | 15 |
| 5. Health                                  | 16 |
| 6. Enterprise and Tourism                  | 17 |
| 7. Education                               | 19 |
| 8. Justice and Defence                     | 20 |
| 9. Climate Transition                      | 21 |
| 10. Delivery/ Reform and Funding           | 22 |
| Index                                      | 23 |



# Mayor's Foreword

## Mayor John Moran



Limerick has never been a place where we wait for good things to come our way; instead, we know how to dig deep ourselves to make things happen even in adversity.

As Limerick leads in historic Irish local government reform, we now have the solid foundations needed to do things differently. We know that allows us to step-up delivery of much needed housing, amenities and infrastructure to realise the massive potential waiting for all our residents.

As Ireland begins to step into the next chapter of Ireland's national story and what that might look like, we in Limerick do so with a very clear message: Limerick is ready to lead. We are all proud to live in a region that now knows the future isn't something to be predicted, but shaped and shaped together.

This booklet outlines our key asks of the Government as they finalise choices on how to spend billions of taxpayer monies through the National Development Plan, setting the future roadmap for our country and regions like the Mid-West.

We have already provided focused, detailed, evidence-based submissions on desired investments to key Government departments. They set out the necessary investment we need to bring to life our vision for how Limerick can deliver more, not just for our own people or for those that visit here, but for Ireland as a whole. This document helps to summarise our asks for all of those interested in Limerick's future.

They are not just our asks. When Limerick thrives, the Midwest region thrives and the country thrives along with it. These asks are not just a mere shopping list or a wish list. They are part of a broader call to action. We can see the huge opportunity in our strategic location on the Western seaboard with its offshore potential for Limerick to drive forward. But, to start in earnest we must focus not just on new projects but delivering on impactful 'blocked' or as yet undelivered existing projects.

We can see the huge opportunity in all of our identified targeted investments in infrastructure, housing, education, amenities and enterprise.

Limerick is not asking for more just to catch up. We are asking for more because we can give more and deliver more innovation, more positive impact, and more resilience.

We want to be leading part of a cluster of regional cities that should be the real counterbalance to Dublin that Ireland now needs in the 21st century not someday far along into the future, but now.

As you read through this document and think about Limerick and the future of the Midwest region, I invite you to think differently and to act boldly.

We welcome the ambition we are hearing in the conversations about projects over on the East Coast, but we know we too share that ambition and Ireland now needs to find ways to help us realise that too to deliver social and spatial equity for all of our citizens. The time for shared ambition, action and delivery is now.

Thanks to great work in recent years, Limerick is well on the way to being one of the most desirable locations in Europe. We do not want to stop that progress. We are ready now to deliver on a future where kids growing up today in Limerick will no longer be forced to leave for fair opportunity.

**John Moran, Mayor of Limerick**



Despite having 33%  
of the current and  
projected population,  
the Southern Region  
receives only 17% of  
planned NDP investment.



## Regional Context

Limerick is located within the Southern Region, the strategy for which is set out in the Southern Regional Assembly's Regional Spatial and Economic Strategy for the Southern Region.

The Southern Regional Assembly supports Project Ireland 2040, which combines the National Development Plan (NDP) and National Planning Framework (NPF) to tackle Ireland's spatial, economic, social, and environmental challenges. A key goal is to shift away from "business as usual" by ensuring balanced growth between the Eastern and Midland Region and the rest of the country.

However, the Assembly raises concerns about a lack of alignment between the NDP and NPF, particularly regarding investment in the Southern Region. Despite having 33% of the current and projected population, the Southern Region receives only 17% of planned NDP investment. This underfunding—about €14 billion less than needed—hinders efforts to address the region's significant infrastructure deficits, placing it among the lowest 15% in Europe for infrastructure competitiveness.

Limerick City and County Council emphasizes that without proper investment, we cannot realize our potential or support the national goal of regional balance.

## Transformational Projects

With rapid population and jobs growth predicted for Limerick to 2040 and beyond, we have selected four transformational projects for priority investment during the term of this NDP as follows:

- **Colbert Quarter** must be delivered right in the heart of Limerick's city centre as one of Ireland's most advanced TOD projects right at our main bus and rail station with a greater density of up to 4,000 units and centrally located new social amenities which in turn will reset the public perception of the advantages of living in nearby areas like Ballinacura Weston and Garryowen.
- **Limerick's Northside** must see new housing, amenities, and transport connectivity delivered to create one of Ireland's most exciting urban areas with new homes

and facilities for thousands centred on Moyross and its new rail station, a new 27 ha riverside biodiversity and amenities park and Limerick's second university TUS.

• **Limerick's Historic City Centre Core** both medieval King's Island and Georgian Quarter need delivery of stalled state-sponsored projects, like key riverside public realm, Opera Square, Cleeves and LDA housing in the Docklands as well as improved public realm and amenity investment to in turn give private sector investment confidence to invest in retail, offices and housing in the area.

• **Preparing Limerick for offshore wind.** Limerick City and County Council requests that government implements the recommendations in the Shannon Estuary Economic taskforce report to deliver up to 30GW of Atlantic offshore wind energy through the estuary by 2050 and to maximise the industrial development opportunities arising from this, including actions for scaling up the deployment of onshore renewable energy across the region and propose new initiatives in the transport, logistics, connectivity and tourism sectors.

Together they will position Limerick over the next four to five years to become a key part of a Western seaboard counterbalance to the rapidly growing east coast. Further information on these transformational projects is set out under the specific projects detailed below.

## Specific Projects

We share the government's priorities in terms of capital investment. In thinking about our Limerick specific projects, we have grouped them under the following headings:

- Housing and Building Strong Communities
- Transport
- Water and Wastewater Capacity
- Energy
- Health
- Enterprise and Tourism
- Education
- Justice and Defence
- Climate Transition
- Delivery/ Reform and Funding

# 1 | Housing and building strong communities

## 1.1 Introduction

Given the need to build homes for 50,000 persons by 2040, not surprising, the first priority for Limerick is investment to enable the completion of housing, housing and more housing. We have focused this investment to enable housing to occur in key Transport-Orientated Development (TOD) neighbourhoods in our city suitable for compact growth.

Meeting the ambition of compact growth as set out in the National Planning Framework and addressing the imbalance of regional development requires that our City, towns and villages significantly increase housing offer to retain and attract young people, respond to changing housing needs of older people and provide homes for key workers in industry, services and agriculture. To build strong communities and offer a high quality of life through the expansion and improvement of local services, civic spirit and improved public realm offering within these settlements is also a priority within the National Planning Framework.

Having regard to the above, this section proposes an ambitious, city-wide programme for housing delivery in Limerick City, including urgent asks and support for major urban regeneration investment in order to build strong communities.

## 1.2 Housing

Limerick must deliver 57,700 new homes by 2040, a significant increase from the 800 units delivered in 2024.

Our city, however, presents Limerick specific challenges in terms of the desirability of key neighbourhoods and the viability of apartments, especially for affordable purchase.

We therefore believe we require freedom to pursue a more flexible bespoke approach over the next few years. This includes much broader state involvement in rental apartment delivery (via modern methods of construction), including using a Vienna housing type model and housing delivered by greater use of public private partnership models of delivery if we are to deliver on what are the Government's own compact growth objectives.

Our main proposals submitted to the Department of Housing, Local Government and Heritage include, but are not limited to, the following:

### • SMART Housing Pilot

€600M to deliver 2,000 rapid-build, affordable keyworker homes by 2027 on publicly owned land in Limerick City with full cost recovery through sustainable rental income. This would address 17% of our housing need and stabilize the rental market.

### • LDA Housing Programme

As part of the forthcoming review of the National Development Plan (NDP), we urge Government to explicitly account for the significant capital investment required to enable LDA-led housing delivery in Limerick at locations that form the backbone of the city's medium- to long-term compact growth strategy to deliver housing at scale. This includes:

► **Colbert Quarter:** An estimated €200 million capital requirement for relocation of utilities, site access, transport connections, sports and other community uses and key enabling works. We would also like to highlight the compounding dependency risks on external agencies (e.g., CIE, HSE) for infrastructure delivery, including the Foynes rail curve. These complexities underscore the need for a coordinated, State-led capital allocation in the NDP review to de-risk and enable delivery.

► **Mungret sites:** An immediate €5 million infrastructure grant to allow commencement of the Mungret Housing Scheme to deliver 250 homes in the immediate term.

A Strategic Infrastructure Fund allocation of €110 million to unlock the remaining development lands in Mungret, enabling the full build-out of this critical growth area for at least 2000 homes.

► **The Gasworks site:** With potential for approximately 290 homes this is an important city centre brownfield sites that requires investment.

We are also asking Government to commit an immediate €5 million allocation to establish a dedicated Limerick Project Delivery Office, supported by an expedited recruitment and sanctioning process through DHLGH. This office will ensure coordinated project mobilisation, delivery planning, and cross-agency collaboration to bring public land into housing use swiftly and at scale.



#### • **Transit-Oriented Development Sites**

€335 million to deliver two transformative Transit-Oriented Development (TOD) infrastructure packages in Limerick City – €235 million for Southill/Ballysimon and €100 million for Moyross. This investment will unlock the delivery of 6,000 new homes on publicly owned regeneration lands, transport connectivity in the form of new railway stations, fully aligned with compact growth, climate action, and social inclusion objectives. Without this enabling infrastructure, these strategically located sites will remain underdeveloped, delaying much-needed housing and undermining the NDP's goals for balanced regional development.

#### • **Land Activation Programme**

€700M to pilot land value capture, CPO reform, and active land management. A new Land Activation Programme based on the NESC Report to secure pipeline supply and capture land value increases for the public purse. A dedicated fund for the acquisition of new lands by the state to deliver housing and mixed uses at scale to support next generation growth of the city region while retaining land value increases for the public purse

#### • **Strategic Land Acquisitions for Limerick Regeneration Projects**

€19m for the master planning and acquisition of three strategic land banks, including the Southside, ESB lands, Rosbrien Road and lands in Moyross to realise the delivery of mixed-tenure housing and employment generating mixed use at scale for the benefit of the City Region.

#### • **Pathfinder for Council Housing Refurbishment using Municipal Bonds**

Limerick City and County Council seeks support for a 5-year pilot to refurbish 600 long-term vacant or substandard council homes (120 per year), funded through income-backed municipal bonds. In simple terms:

- Total Cost: €28.8 million
- Average Cost per Unit: €48,000
- Estimated Annual Rent (Differential): €1.44 million
- Annual Bond Repayment (40 years @ 2.5%): €1.11 million

This approach would be cost-neutral, with rental income covering repayments, while creating a long-term, publicly owned housing asset.

However, current legislation prevents local authorities from issuing municipal bonds, due to no independent borrowing powers (all borrowing counts toward national debt) and no legal mechanism for bond issuance, unlike in England, Scotland, Denmark, or Austria.

We are seeking Government support to unlock these regulatory constraints on a pilot basis—enabling Limerick to test a financially sustainable, autonomous, scalable model for housing renewal that does not require upfront Exchequer funding.

### **1.3 Urban Regeneration and Building Strong Communities**

In order to deliver a consolidated Limerick city centre and build strong communities, there is a need to develop a series of transformational public realm projects, that integrate sustainable mobility, a wide mix of amenity uses and activities, adaptable urban form and enhanced natural and built heritage. These projects will deliver further positive change and result in reduced vacancy and dereliction in the city for economic, housing, community, culture, recreation and for other uses. Support is required for development of key transformational brownfield sites in our city centre, for example:

- Project Opera, including a new city library and restoration of Georgian Buildings into new homes, €65 million,
- Cleeves Riverside Mixed Use District, €150 million,
- Support for Multi use event campus, €100 million,
- Refurbishment of the Theatre Royal, €15 million,
- Georgian Limerick Medieval King's Island Revitalisation, €50 million
- Public realm – Streets and Public Area upgrade projects, €100 million
- The World-Class Waterfront City Project, €100 million
- Provision of Community Centres, €20 million

- **Community Infrastructure: €20 million**

Including community centre projects in the National Development Plan (NDP) review is critical for the Limerick Metropolitan Area to ensure inclusive and balanced growth that supports both social and community infrastructure and the needs of people. As Limerick continues to grow, supported under national and regional spatial policy (NPF and RSES), community centres are essential in providing local access to education, health and well-being services, youth services, and social programmes. There are a number of gaps within the city in terms of community infrastructure, including Garryowen, Limerick City Centre, Raheen/ Dooradoyle and Castletroy/ Monaleen. By prioritising them in national investment planning, the government can help ensure that development in Limerick is not only economically driven, but socially inclusive, sustainable, and responsive to the needs of its people.

- **Provision of Public Parklands and Sports Campus: €21.9million**

Support is sought for the provision of a transformational Northside Park, which is important not just to the local area but to the overall context of the city by providing a large scale public parkland amenity along the river Shannon and an Integrated Sports and Educational Campus for the Southill area.



**€600M to deliver 2,000 rapid-build, affordable keyworker homes by 2027 on publicly owned land.**

## **1.4 Rural Regeneration and Building Strong Communities: €128.5million**

Building on the work taken place to date under the 'Town Centre First' policy capital support for projects relating to heritage, enterprise, public realm (€75m), community facilities, and amenity and recreation in our town centre first towns, i.e. Newcastle West (e.g. West Limerick Sports campus €5m), Abbeyfeale (€22m), Kilmallock, Rathkeale (€26.5m) and Askeaton is required. National level investment support for towns such as these ensures that rural towns are not left behind and that balanced regional development—one of the core aims of the NDP—is meaningfully delivered in Limerick.

In particular, the regeneration of Rathkeale in the National Development Plan (NDP) review is essential to addressing long-standing social, economic, and infrastructural challenges in the town. Rathkeale is unique in its ethnic / concentration of Travellers, has experienced issues such as population decline, underinvestment, and social exclusion, and urgently requires targeted support to revitalise its town centre, improve public services, and create opportunities for all residents. Regeneration would support economic activity, enhance community cohesion, and make the town more attractive for families, businesses, and visitors alike.

Abbeyfeale, designated our town of the future and a sandpit location for innovations in town renewal is currently one of our towns with lowest average income and also needs significant investment to become a more desirable and prosperous alternative for growth.



## 2 | Transport



### 2.1 Introduction

Public transport provision represents one of the Region's most pronounced infrastructure deficits and is particularly evident in Limerick where levels of car dependency are significantly higher than in the Greater Dublin Area.

Limerick, among Irish cities, is in a unique position to use an existing rail network, a flat topography and large tracts of state owned land proximate to existing rail corridors suitable for housing and other mixed-use development. The right investment can allow Limerick to quickly become one of Ireland's most sustainable urban spaces.

We have an ambition to build on this rail network to become a trial city for all new forms of mobility – eScooters, EV vehicles and autonomously driven vehicles. This, in tandem with rapid and sufficient investment in a multi-modal public transport system across the county and the broader city region, including to Shannon Industrial Park and Airport, would ensure not only that for Limerick's new population car ownership becomes a choice not a necessity but that many of the existing residents will change lifelong behaviours.

Project proposals submitted to the Department of Transport include, but are not limited to, the following:

### 2.2 Limerick – A Sustainable City of Future Mobility: €150 million

We have asked for special support in the NDP for Limerick to become Ireland's innovative Active Travel Sustainable City maximizing use of the relatively flat terrain and grid layout. Projects include:

- ii) Continued investment in EV Charging Infrastructure and E-mobility solutions including an e-mobility hub (and safe bike and eScooter storage) at Colbert Station and other key locations (DoT- ZEVI)
- ii) Facilitation of a pilot development of next generation car share schemes using autonomy levels appropriate to impending draft legislation for Connected and Automated Vehicles (DoT)
- iii) Use of autonomous or semi-autonomous last mile delivery in controlled areas to reduce bulk delivery impacts (NTA)

### 2.3 Continued Active Travel Investment: €300 million

Continued investment in Active Travel Infrastructure to put in place the final links in the already substantial network built over the past four years to provide usable, connected and safe Infrastructure in particular to facilitate sustainable travel to and from key locations in Limerick City's urban footprint.

### 2.4 Rail-led Transport Oriented Development: €150 million

The Limerick Shannon Metropolitan Area Transport Strategy set a framework for a commuter rail network for Limerick City and the Metropolitan area. To date some progress has been made on this with the advent of the Moyross train station and investigations into a rail station at Ballysimon, however, improved support for development of TOD and the Limerick Commuter Rail network availing of existing operational rail lines is the key enabler of Limerick's future.

Initial commuter stops should be developed at Moyross & Ballysimon, Corbally & Parkway and progress the development of further stops on the Foynes and Munget Lines, to enable appropriate high density development close to those stations and give people living in new neighbourhoods public transport access to areas of high employment.

### 2.5 Limerick City Centre Transport Plan / Bus Connects / LSMATS: €100 million

Following finalisation of the Limerick City Transport Plan in 2025 the intended paths and priorities for all modes of transport through the City Centre will be assessed and catered for.

In order to continue the already significant move to sustainable transport (15% increase in bus journeys in Limerick in 2023) investment in the infrastructure to enable meaningful bus priority and connection to rail and other sustainable interchange options including walking, cycling and e-mobility and EV hubs will be required.

This will include a requirement for significant optimisation of junctions on strategic routes into the city and within the city centre to ensure the most seamless transition to support the changes.

## 2.6 Improved Regional Connectivity

### • Foynes to Limerick Road Scheme & Rail to Foynes: €750 million

Construction on a motorway section between the Croagh and Adare Junctions (Adare Bypass) has now commenced. There is an initial requirement under the current road construction contract to examine a potential to provide a continuous motorway from Patrickswell (Attyflin) to Adare and remove an unnatural choke point that will otherwise occur on opening of the Adare Bypass.

### • N/M20 Cork to Limerick: €500 million

The N/M20 transport solution will significantly enhance safety and journey time reliability for all transport users, improve the health and wellbeing of the bypassed communities, support regional and local economic growth, and implement transport decarbonisation measures from the government's Climate Action Plan. Limerick City and County Council wish to continue with the construction of the entire project, as the state is required to have the Project completed by 2030 to be in compliance with EU policy and Regulations. While the overall cost of the scheme is estimated at €2 billion, €500 m is sought for the limerick section of the scheme.

### • Dual Track: Colbert to Limerick Junction and Shannon Airport: €200 million

The 'All Island Strategic Rail Review' identifies a number of key rail infrastructure projects to serve the region, including dual tracking of Colbert to Limerick Junction. This will allow intercity services similar to the Cork-Dublin & Belfast-Dublin levels of services be delivered to allow high quality intercity connection between the cities.

### • Shannon Airport

The identification of Shannon Airport's role as a key travel and enterprise hub in the National Planning Framework is welcomed, however, strategic investment in Ireland's regional airports is essential to sustaining and enhancing international connectivity, a cornerstone of national economic competitiveness. In keeping with the commitment in the Programme for Government to develop a new Regional Airports Programme (RAP) 2026- 2030 and to conduct a review of National Aviation Policy to maximise use of the airports in the regions, the NDP must support the provision of direct grant funding to eligible State-owned airports. Under European

Commission regulations airports with fewer than three million passengers are eligible for capital expenditure support, underscoring the need for targeted investment to optimise airport infrastructure and service provision.

The inclusion of the Shannon Airport Rail Link under Package 1-Short Term and Decarbonisation to be delivered by 2030 subject to funding and appropriate appraisal also represents a significant step towards achieving several key objectives as outlined in Project Ireland 2040. A high-speed, reliable rail connection between Limerick and Shannon Airport is a key regional connectivity project. It will also act an economic catalyst fostering greater economic growth across the region.

### • N24 Limerick to Waterford Road: €300 million

Improvements to road and rail on the N24 corridor will encourage local, regional, national and international development and continued support for progressing this scheme to Planning and Construction Stage is sought.

## 2.7 Improved Inter-Urban Connectivity

### • M7 Junction 28 Mackey Upgrade: €50 million

The M7 Junction 28 upgrade is a key project and is integral to enabling modal shift, sustainable transport, and is supportive of the objectives of LSMATS. This infrastructure enables developing a strategic Park & Ride, helping to address safety and congestion issues at the motorway junction as well as potentially facilitating a service depot for Limerick roads.

### • Newcastle West and Abbeyfeale (N21) Bypass Projects: €400 million

A design update was published in March 2025, which shows the proposed mainline, side road realignments and junction designs with a reduced corridor indicated adequate for planning. These are key road corridors supporting economic development and tourism between the Mid West and the South West, including Shannon Airport.

We are seeking approval to progress the statutory documentation for both schemes by the end of 2025, with a view to publishing and submitting same to An Bord Pleanála (An Coimisiún Pleanála) in early 2026, subject to the necessary approvals and funding being in place.

- Future Limerick Northern Distributor Road Transport  
**Solution: €150 million**

The initial vision for a complete Limerick Northern Distributor road has evolved in recent years but it remains an objective in the Limerick Development Plan. The Coonagh to Knockalisheen Distributor road currently under construction will complete the first of three legs of the link. Of urgent need at present is the upgrade of Mackey Junction with consideration for access to UL and the NTP.

There will then be a further need to progress the remaining (central) section of the original route to create a knowledge corridor linking UL and TUS. This will ensure that the requirements for regional connectivity and potential development and expansion of the Universities and Economic & Enterprise zones can continue to be facilitated in a planned manner.



Improved support for development of Transport Oriented Development and the Limerick Commuter Rail network availing of existing operational rail lines is the key enabler of Limerick's future.



# 3 | Water and Wastewater Capacity

Limerick's water and wastewater infrastructure is suffering from underinvestment to such an extent that it cannot accommodate the planned population and economic growth in the county. Outside of Limerick City, planned growth in the county is currently constrained in the absence of short and medium term investment targeted at improving water supply and wastewater capacity. The Water Supply and Wastewater Investment Plans and associated finances must be aligned. This is not currently the position and the consequence for not delivering the required infrastructure is further dereliction and abandonment of towns and villages in favour of sporadic and uneconomic development unsupported by commercial opportunity and a degradation of the environmental quality of the county and beyond.

Many schemes or waste water treatment plants are in immediate need of significant investment to meet current environmental standards. In particular, Newcastle West is identified as a key town for growth in the Regional Spatial and Economic Strategy for the Southern Region. Newcastle West is currently prevented from achieving any growth due to the lack of current supply/capacity. This is not a unique story in the county with Askeaton, Croom, Dromcolliher, Foynes, Hospital, Murroe, Glin, Oola, Pallaskenry, Croagh, Oola, Shanagolden, Hospital and Abbeyfeale to mention a few, also requiring immediate investment to meet environmental regulations and to build capacity to meet for planned growth. In prioritizing investment in key growth centres like Newcastle West we also need to look at mechanisms to accelerate the approval and consenting process to ensure that key infrastructure can be delivered quickly.



**Figure 1:** Map of Uisce Éireann's Capacity Register - Limerick Water and Wastewater Treatment Plants Capacity, 2024

## 4 | Renewable Energy Infrastructure Support

There is an urgent need for strategic investment in port infrastructure to support the development of Offshore Renewable Energy (ORE) and national climate and economic goals. Recognised as a Tier 1 Port of National Significance, Shannon Foynes has the capacity and strategic location on the Shannon Estuary to become a key enabler of Ireland's ORE ambitions.

### Key Energy, Water and Port-Related Infrastructure Recommendations:

#### • Strategic Alignment

Greater alignment is required between national port investment priorities (NDP Chapter 11) and climate transition goals (NDP Chapter 13). Ports like Shannon Foynes should be formally recognised for their dual role in providing international trade connectivity and supporting the ORE sector.

#### • Targeted Capital Investment

Formal designation of Shannon Foynes as a priority location for strategic investment is recommended, with capital funding to accelerate deep-water port infrastructure delivery. This supports objectives around maritime spatial planning, renewable energy deployment, and balanced regional growth.

#### • Support for ORE Development via DMAP

LCCC urges Government to allocate €50 million to meet the 2027 target for the National Designated Maritime Area Plan (DMAP). Offshore site selection must also consider port and grid capacity to ensure viability.

Continued funding for the Limerick-Foynes rail reinstatement and the full Foynes-Limerick road scheme, including Gate 2 approval for the remaining 26km not yet funded, is essential to unlock port capacity and ORE growth.



There is an urgent need for strategic investment in port infrastructure to support the development of Offshore Renewable Energy (ORE) and national climate and economic goals.



## 5 | Health

The revised National Development Plan must take into account the impact of continued population growth and increased life expectancy on health infrastructure. In this context, the inclusion of the following strategic infrastructural projects is strongly recommended:

- **Expansion of Acute Bed Capacity**

There is pressing need to increase acute bed capacity in the Mid West Region. The outcomes of the pending HIQA report on 'The independent review to inform decision-making around the design and delivery of urgent and emergency healthcare services in the Mid West region' should be support in the revised NDP.

- **Development of Long-Term Residential Care Facilities**

Additional capacity is required for both public and private long-term residential care in Limerick city and county towns.

- **Relocation of Limerick University Maternity Hospital**

Continued support is essential for the relocation of the Limerick University Maternity Hospital as outlined in the National Maternity Strategy 2016.

- **Expansion of Primary Care Services**

There is a need for further investment in primary care centres across Limerick to meet growing demand.

- **Facilities for Mental Health and Disability**

Capital support is needed to support the development of additional facilities for mental health and disability.



There is pressing need to increase acute bed capacity in the Mid West Region.



# 6 | Enterprise and Tourism



## Enterprise

### • IDA High-Tech Business Parks

The IDA have identified the need for a large-scale IDA business parks in proximity to the Metropolitan area of Limerick focusing on sites in excess of 50 to 200 hectares to attract international investment in hi-tech manufacturing, ICT, and Research and Design sectors. These strategic employment locations will be integrated with high-quality public transport, supporting population and economic growth while enhancing Limerick's position as a leading destination for skilled labour and innovative industries. Capital funding will be required to provide for infrastructure to facilitate this development.

Limerick City and County Council also requests that the Mid-West be a location for a new Next Generation Industrial Park creating capacity for next generation in jobs across digitisation, AI, semi-conductors and pharma.

### • Enterprise Start Up Infrastructure

Across Ireland industrial/warehouse space is in high demand, with Limerick's market one of the tightest. As of Q3 2024, the availability rate for industrial space was just 2.3%, indicating extremely strong demand and limited supply. Around 3,500 sqm of space was taken up during that quarter, largely driven by logistics and manufacturing sectors. Due to economies of scale and higher returns, most new developments target large logistics and warehousing units (50,000+ sq.ft) leaving a gap in the small unit segment. This has a particularly negative impact on the growth of the SME sector (local trades, food producers, and light manufacturers), and in particular small enterprise start-ups looking to scale up into 1,000 – 5,000 sq.ft units.

There is a requirement to support provision of small enterprise start up units (1000sq.ft – 5,000sq.ft) to support job creation and diversify the economic base, through a national funding call.

## Availability (Sq M) and Availability Ratio (%), Q3 2014 – Q3 2024



**Source:** Cushman & Wakefield – Limerick Marketbeat Q3 2024

- **Publicly owned economic lands**

Prioritise the activation of publicly owned economic lands for job creation purposes, through a national funding call.

- **Green Digital Basin Initiative**

Support the Atlantic Green Digital Basin initiative in the mid-west, business cluster leveraging digital technologies powered 100% by our own generated green energy.

- **Broadband**

Continued investment in the roll out of broadband should be prioritised, with focus on proving shared infrastructure that all providers can access.

- **Digital Innovation Cluster Programme – The Digital Accelerator**

Continue to support development and delivery of The Digital Accelerator. Part of the Limerick Living City Centre Initiative, this project builds on the Call 1 Digital Collaboration Centre project. €10.9m has been allocated through Call 2 URDF funding for the development of a collaborative innovation campus within the city centre to attract cutting-edge companies, start-ups, accelerators, venture capitalists and other related entities. Utilising existing and adjacent vacant buildings, the campus will include a digital collaboration centre, accelerator centre, a film skills academy and a Citizen Observatory; a dedicated space to engage the public in the development of the city and to develop new solutions to its challenges. This pillar will create a dense cluster of innovators and entrepreneurs to support job creation across the region and the project is expected to be completed in 2029. Additional facilities also need to be provided in the Regional towns as part of this digital innovation cluster.

- **Renewable Energy**

There is significant capacity in the Shannon Estuary to develop strategic renewable energy resources / supply. Limerick City and County Council requests that government implements the recommendations in the Shannon Estuary Economic taskforce report to deliver up to 30GW of Atlantic offshore wind energy through the estuary by 2050 and to maximise the industrial development opportunities arising from this, including actions for scaling up the deployment of onshore renewable energy across the region and propose new initiatives in the transport, logistics, connectivity and tourism sectors.

## **Tourism**

Tourism is vital to our economic growth and the upcoming Ryder Cup in 2027 at Adare Manor presents a unique opportunity to showcase Limerick on a global stage. National-level support is required to develop cultural, natural and built heritage assets within Limerick. The development of key tourism projects listed below has the potential to bring significant economic activity to the region:

- **King John's Castle: €30M**

King John's Castle will be a flagship tourism attraction, acting as a catalyst for urban regeneration on King's Island, facilitating SME growth, and job creation, significantly boosting Limerick's capacity to attract domestic and international visitors.

- **Game Cube: €30M**

Gamecube is an innovative and unique tourism proposal for Limerick, to celebrate the history of gaming and create a dynamic ecosystem for future development of the gaming sector, leveraging the significant technology sector in the Limerick and greater mid-west region. Importantly, we see this facility becoming a key anchor for innovative enterprise development in the gaming sector in conjunction with the local universities. It builds on Limerick's tradition in early computer gaming as home of Wang and Atari.

- **Milk Market: €15M**

Support for the strategic redevelopment of the Limerick Milk Market—an iconic and historic urban market—into a sustainable, internationally competitive, seven-day food and tourism destination.

- **Medieval Limerick: €20M**

The project aims to transform both city and rural Limerick into a premier medieval networked tourism destination, leveraging the rich medieval heritage of Limerick's towns of Kilmallock, Askeaton, Adare, Lough Gur, Mungra, Killeedy and King John's Castle. It will involve the restoration of key medieval sites.

## 7 | Education

- **University of Limerick City Centre Campus, estimated €96 million**

University of Limerick proposes building a medical school at Honan's Quay in Limerick City Centre as part of the overall regeneration project for Limerick City Centre. The University's enrolments on medical school programmes are projected to double over the next decade. The building will be 13,600 M<sup>2</sup> and cost €96M. It will incorporate a community medical and health outreach facility. The design will be of a quality and scale that is sympathetic to the prominent site. The Medical School will play an important role in the economic development and urban regeneration of Limerick City and the broader region, significantly contributing to the transformation of the city centre. A medical school with 2,000 students in the City Centre will be a very significant enhancement to the city's retail, hospitality and service sectors and increase the number of people living in the city centre. This project is an exceptional once in a lifetime opportunity to anchor a significant University presence in the middle of Limerick City which will have long term transformational impact.

- **TUS future development €271.6m**

Support is required for future development of the Technology University of the Shannon (TUS) including Purpose Built Student Accommodation (PBSA) €87.75m, Cleeves Riverside Campus €90m, University Teaching/Commons Building €42.75m, Regional Sports Infrastructure €21.75m, Apprenticeship Program €12.35m and Climate Change to address Old Building Stock €17m.

- **Schools**

New primary and secondary schools are needed to support our planned population and housing growth.



## 8 | Justice and Defence

### • Resources

Having consulted with An Garda Siochana additional resources to combat crime, anti-social behaviour and the growing problem of illegal drug usage is required in Limerick. Continued funding for Community based CCTV is also important to the resolution of criminal cases and combatting anti-social behaviour in Limerick. Not only have the cameras been used to prosecute, they have also been central to exonerating people falsely accused of crimes in the past.

### • Limerick Youth Justice Project - The Limerick Equine Centre: €5 million

This project has been developed as part of a local equine project to enable progressive change in youth justice policies and practice, as well as engaging with wider policy and practice issues relating to youth justice, such as the provision of alternatives to detention, diversion and early intervention programmes.



Additional resources to combat crime, anti-social behaviour and the growing problem of illegal drug usage is required in Limerick.



## 9 | Climate Transition



Continued funding is required for the OPW and other agencies for Flood Protection Projects and other works for the protection of critical infrastructure in the Region.

Limerick City and County Council, in partnership with the Office of Public Works, is currently advancing 5 no. flood relief schemes (FRS) within Limerick and its environs namely, the Limerick City & Environs Flood Relief Scheme, King's Island Flood Relief Scheme, Adare Flood Relief Scheme, Athea Flood Relief Scheme and Castleconnell Flood Relief Scheme. Once implemented, these schemes [derived from the CFRAM (Catchment Flood Risk Assessment and Management) Programme] will deliver critically important flood defences to areas

at significant risk of flooding in order to protect existing property. Significant government funding is required to develop, maintain and operate these schemes with cost estimates attributed to each scheme as follows based on latest available information.

Further to the below, Limerick City and County Council are currently in discussions with OPW to potentially advance Tranche 2 schemes for Limerick.

These include potential flood relief schemes for Askeaton, Foynes (fluvial scheme in combination with the existing coastal scheme in place) and Newcastle West.

| Flood Relief Scheme          | Cost (Latest estimates where applicable) | Stage   |
|------------------------------|--|---|
| Limerick City & Environs FRS | TBC - >€100m                             | Stage (i) - Options Assessment and Development  |
| King's Island FRS            | €32m                                     | Stage (v) - Construction  |
| Adare FRS                    | c€28m                                    | Stage (i) - Options Assessment and Development  |
| Castleconnell FRS            | €10.6m                                   | Stage (ii)/(iii) – Planning / Detailed Design - Submitted to An Coimisúin Pleanála (Nov 2024) |
| Athea FRS                    | c€12m                                    | Stage (i) - Options Assessment and Development  |



Continued funding is required for the OPW and other agencies for Flood Protection Projects and other works for the protection of critical infrastructure in the Region.



## 10 | Delivery/ Reform and Funding

The Limerick Mayoral Consultative Forum and the Limerick Project Ireland 2040 Delivery Forum present a new nationally mandated local governance framework to enable the Mayor of Limerick to help government by locally playing a greater role to bring together all the relevant actors. Also, these new fora permit seamless interaction with broader new government delivery innovations - such as those proposed in the areas of infrastructure or housing. A game-changer would be a multi-annual capital block grant for Limerick's NDP project delivery. This was recommended as part of the legislative process leading up to the legislation for the creation of the office of the Limerick mayor. In tandem, LCCC or its development agency Limerick Twenty Thirty should be granted a significant increase in borrowing capacity to enable non exchequer funding of key NDP Limerick projects, using public private partnerships. Both changes might be combined with further allocations of exchequer funding via the Southern Regional Assembly.

This funding envelope for a broad range of Limerick projects, once granted as part of the annual national Budgetary process, could be allocated and monitored at the Limerick Mayoral Consultative Forum based on project prioritisation occurring there on a semi-annual basis. The NDFA might be tasked with supporting the Mayor of Limerick in this respect to ensure alignment with standardised national processes and improvements to same and help optimally use the funds to leverage private sector or other third-party public funds (e.g., ISIF, EIB etc.).

It is considered this would open up an unprecedented route to speed up the overall delivery of projects and/or fund early planning of same. While unique to Limerick initially, it could be trialed here and when perfected considered for other areas.

This approach would also ensure on-going assessment of priority projects as a whole for the Limerick region can take place over the full life of the NDP to take account of changing circumstances. A capital block grant such as this could also be used to handle another major obstacle to delivery of key projects - the requirement to fund matched funding requirements - while yet ensuring local prioritisation in line with funding availability.

Finally, the grant could be used to locally fund smaller capital spends in line with the statutory Mayoral Programme which advance the key projects identified above without needing to wait for national one-size fits all funding competitions. The Limerick Mayoral Consultative Forum and its supporting official level preparatory meetings could act as a clearing house for funding decisions on these local projects.





## Department of Housing

| Specific Projects   | Amount                |
|---|-----------------------|
| SMART Housing Pilot   | €600m                 |
| LDA Housing Programme - Colbert Quarter   | €200m                 |
| LDA Housing Programme - Mungret sites   | €5m                   |
| Strategic Infrastructure Fund - Mungret   | €110m                 |
| Limerick Project Delivery Office  | €5m                   |
| Southill/Ballysimon Transit-Oriented Development (TOD) infrastructure                                       | €235m                 |
| Moyross Transit-Oriented Development (TOD) infrastructure   | €100m                 |
| Land Activation Programme   | €700m                 |
| Strategic Land Acquisitions for Limerick Regeneration Projects  | €19m                  |
| Project Opera, including restoration of Georgian Buildings into new homes (library listed separately below) | €15m                  |
| Cleeves Riverside mixed Use District  | €150m                 |
| Multi use event campus  | €100m                 |
| Refurbishment of the Theatre Royal  | €15m                  |
| Public realm - Streets and Public Area upgrade projects - City Centre                                       | €250m                 |
| Public realm - Streets and Public Area upgrade projects - County Towns                                      | €75m                  |
| Water and Waste Infrastructure development  | €275m                 |
| <b>Total</b>  | <b>€2.854 Billion</b> |

## Department of Social Protection, Rural Community Development & the Gaeltacht

| Specific Projects             | Amount                |
|-------------------------------|-----------------------|
| City Centre Community Centres | €20m                  |
| Opera Library                 | €50m                  |
| Rathkeale Revitalisation      | €26.5m                |
| Abbeyfeale Revitalisation     | €22m                  |
| <b>Total</b>                  | <b>€118.5 Million</b> |

## Department of Climate, Environment and Energy & Transport

| Specific Projects  | Amount                |
|--|-----------------------|
| Limerick - A Sustainable City of Future Mobility                     | €150m                 |
| Continued Active Travel Investment                                   | €300m                 |
| Rail-led Transport Oriented Development                              | €150m                 |
| Limerick City Centre Transport Plan / Bus Connects / LSmATS          | €100m                 |
| Infrastructure Projects within Limerick Regeneration Areas (DoT\NTA) | €45m                  |
| Foynes to Limerick Road Scheme & Rail to Foynes                      | €750m                 |
| N/m20 Cork to Limerick   | €500m                 |
| Dual Track: Colbert to Limerick Junction / Shannon Airport           | €200m                 |
| N24 Limerick to Waterford Road                                       | €300m                 |
| m7 Junction 28 Mackey Upgrade  | €50m                  |
| N21 Newcastle West Bypass Project                                    | €200m                 |
| N21 Abbeyfeale Bypass Project  | €200m                 |
| Future Limerick Northern Distributor Road Transport Solution         | €150m                 |
| <b>Total</b>   | <b>€3.095 Billion</b> |

## Department of Arts, Media, Communications, Culture & Sport

| Specific Projects  | Amount               |
|--|----------------------|
| West Limerick Sports Complex                             | €5m                  |
| Integrated Sports and Educational Campus Kilmallock Road | €9.4m                |
| Colbert Quarter Sports and Recreation Project            | €17.5m               |
| Northside Park   | €12.5m               |
| <b>Total</b>   | <b>€44.4 Million</b> |

## Department of Education

| Specific Projects                         | Amount                |
|---|-----------------------|
| University of Limerick City Centre Campus | €96m                  |
| TUS infrastructure projects               | €271.6m               |
| <b>Total</b>                              | <b>€367.6 Million</b> |

## Department of Enterprise Tourism & Employment

| Specific Projects  | Amount             |
|--------------------|--------------------|
| King John's Castle | €30m               |
| Game Cube          | €30m               |
| Milk Market        | €15m               |
| Medieval Limerick  | €20m               |
| <b>Total</b>       | <b>€95 Million</b> |

## Department of Justice & Department of Agriculture

| Specific Projects   | Amount            |
|---|-------------------|
| Limerick Youth Justice project - The Limerick Equine Centre | €5m               |
| <b>Total</b>  | <b>€5 Million</b> |

## Department of Public Expenditure Infrastructure

| Flood Relief Scheme          | Stage  | Cost<br>(Latest estimates<br>where applicable) |
|------------------------------|--|--|
| Limerick City & Environs FRS | Stage (i) – Options Assessment and Development   | TBC - >€100m                                   |
| King's Island FRS            | Stage (v) - Construction   | €32m   |
| Adare FRS                    | Stage (i) – Options Assessment and Development   | c€28m  |
| Castleconnell FRS            | Stage (ii)/(iii) – Planning / Detailed Design -<br>Submitted to An Coimisúin Pleanála (Nov 2024) | €10.6m   |
| <b>Total</b>                 |  | <b>€170.6 Million</b>                          |



