

## Heather Cooke

---

**From:** Pat McCormick <[REDACTED]>  
**Sent:** 23 January 2019 12:17  
**To:** RSES  
**Cc:** info@dundalk.ie; Paddy Malone  
**Subject:** Submission to draft RSES from Dundalk Chamber of Commerce  
**Attachments:** DUNDALK CHAMBER OF COMMERCE SUBMISSION.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Please find attached the submission from Dundalk Chamber of Commerce to the draft RSES.

Regards

Pat McCormick  
President  
Dundalk Chamber of Commerce

[REDACTED]

## **DUNDALK CHAMBER OF COMMERCE SUBMISSION**

We welcome the broad thrust of the draft Report and in particular the emphasis given to the Drogheda Dundalk Newry M1 corridor.

We strongly believe that this region is capable of sustaining a population which should not have to travel to Dublin, Approximately 77,000 travel daily on either M1,2 or 3 into Dublin based on our research.

Our main arguments and suggestions are highlighted in the M1 Corridor website at [www.M1corridor.ie](http://www.M1corridor.ie) and we would submit this as part of our submission and summarised in figure 1 below.

### **REGIONAL HOSPITAL**

We believe that the location of a regional hospital should be reviewed based on ease of access and enclose the relative reach of a one hour journey from various locations. This highlights the centrality of County Louth. Where the selected location eventually lies should be driven by the access provided to the population of the full region, not by proximity to the single largest population centre.

### **BELFAST CITY**

The recent announcement of the Belfast City Investment Plan of up to £1 billion is to be welcomed. We note that part of this is to be spent on the Southern Relief Road in Newry. This is to be welcomed by all as it gives traders in the Republic much better access to Warrenpoint Port.

### **TRANSPORT AND INFRASTRUCTURE**

The scale and accessibility of Greenore Port should be expanded to provide an additional capacity at this deep water port which can act support the volume of traffic already using Dublin and Warrenpoint as access routes to international trade.

The Development of a high speed rail link between Dublin and Belfast should be encouraged with a stop at approximately mid-point to provide access for the population of workers which will be needed to support the economic strengths of the areas without requiring vehicular traffic or relocation of personnel. This would support not just development in the two centres but also in the Drogheda / Dundalk M1 corridor.

### **TOURISM**

The area of the Cooley and Mourne Mountains plus Sliabh Gullion is an underutilised tourist area despite having 3 airports and the cities of Belfast and Dublin within an hour's drive. Brexit will pose a threat to this industry (Gullion and the Mournes are in NI) but close cooperation with both Governments support can overcome this.

One specific piece of infrastructure would be the Narrow Water Bridge, spanning Carlingford Lough linking Louth and Down, or more specifically the mountains of Cooley and Mourne

## ROAD NETWORK

The N52 FROM Dundalk to Limerick and the N53 and N54 to Cavan and Monaghan are in need of significant upgrade to allow the midlands and north gain proper access to the region, its population and international trading capacity.

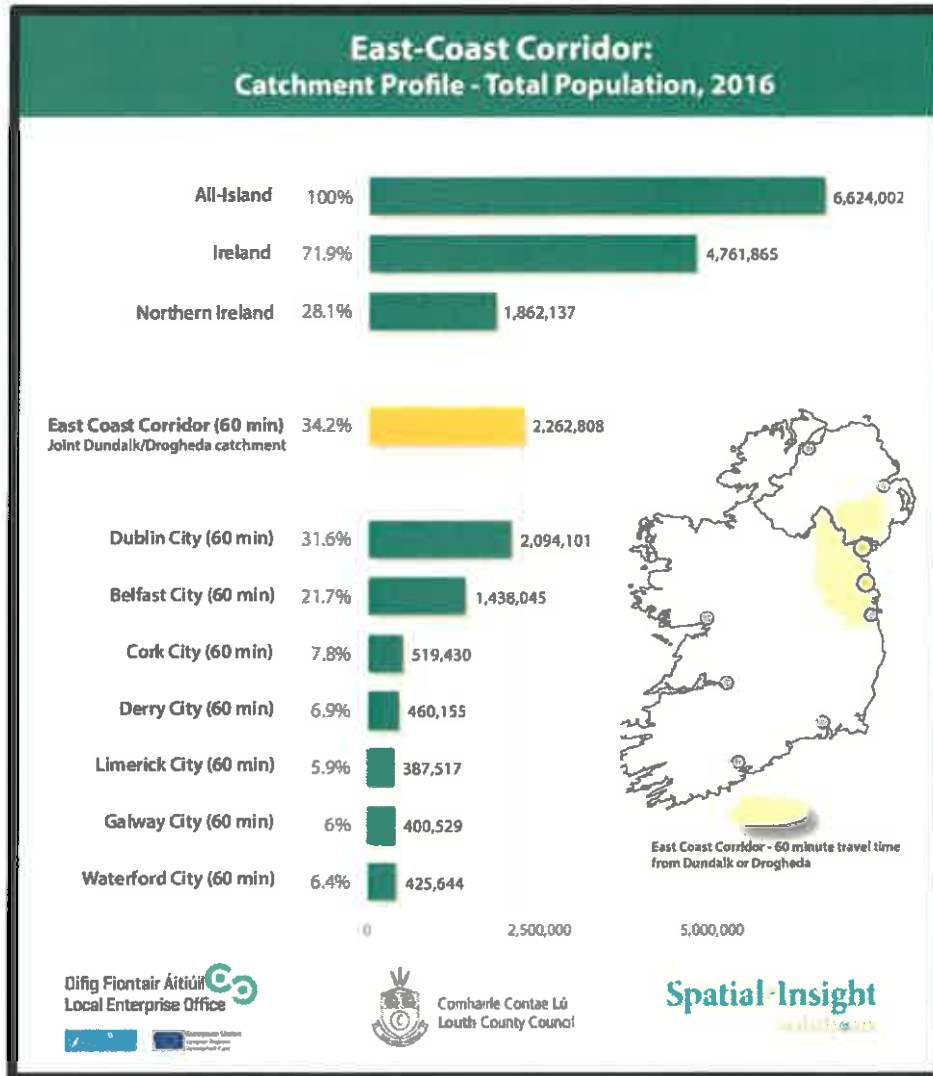


Figure 1 Population catchment of M1 Corridor