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From: Cllr.Gerry O Connor <gerryocobnoor2011@gmail.com>
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To: RSES
Subject: RSES submission on behalf of Cllr Gerry O' Connor
Attachments: Submission to EMRA re Regional Spatial and Economic strategy..docx

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23/1/19

Submission to Draft Regional Spatial and Economic Strategy for the Eastern and Midland Region.

Introduction

I welcome the opportunity to have an input into the preparation of these plans. The RSES are important for the future implementation of the NPF and its effect on future development, growth and investment in the EMRA.

In particular, the RSES will have a major impact in the future of Meath. As Cathaoirleach of Meath County Council for 2017/18 I was deeply involved in the development of the Draft Meath County which should have been completed by now but was stalled due to the RSES and NPF implementation.

There are a number of points that I would like to raise regarding the draft RSES as currently envisaged.

Metropolitan Area Strategic Plan.

Dunboyne is the only Town in Meath that is currently in the metropolitan area as outlined by the NRA map which defines the current metropolitan area. I would like to point out that this is a transport map not a planning or economic map. This is a mistake.

Metropolitan Area

(A) Distance to O'Connell Bridge

Swords	In Met	14.7	Km
Leixlip	In Met	17.4	Km
Dunboyne	In Met	18	Km
Celbridge	In Met	21.2	Km
Bray	In Met	21.5	Km
Ashbourne	In Met	22.4	Km
Maynooth	In Met	25.8	Km
Ratoath	In Met	26.2	Km
Greystones	In Met	30.4	Km
Dunshaughlin	In Met	31.3	Km
Kilcock	In Met	33.6	Km

(B) Distance to Dublin Airport

Swords	In Met	5	Km
Ashbourne	Not in Met	19	Km
Dunboyne	In Met	20.6	Km
Ratoath	Not in Met	22.6	Km
Leixlip	In Met	23.2	Km
Celbridge	In Met	26.9	Km
Maynooth	In Met	31.6	Km
Dunshaughlin	Not in Met	31.7	Km
Bray	In Met	32.8	Km
Kilcock	In Met	39.3	Km
Greystones	In Met	41.7	Km

(C) Distance to Dublin Port

Swords	In Met	16	Km
Leixlip	In Met	20.6	Km
Bray	In Met	22	Km
Celbridge	In Met	24.3	Km
Dunboyne	In Met	27.9	Km
Ashbourne	Not in Met	28.1	Km
Maynooth	In Met	29	Km
Greystones	In Met	30.9	Km
Ratoath	Not in Met	33	Km
Dunshaughlin	Not in Met	39.2	Km
Kilcock	In Met	46.6	Km

The dynamic cluster of Ashbourne, Ratoath and Dunshaughlin should be included in the metropolitan area. The above chart shows a comparison of these towns with all other towns currently in the metropolitan area. It compares distance between three points, Dublin Airport, the Port Tunnel and Dublin City Centre and illustrates clearly the problem.

This dynamic cluster is connected to two motorways (M2 and M3), has significant current housing developments, in particular, Dunshaughlin which will meet its Moderate Growth Town status during the lifetime of the RSES, and with a favourable review of the Navan railway project in 2021 as part of national policy. The awarding of the railway is predicated by housing targets in Dunshaughlin and Navan which will be met based on current developments. Dunshaughlins planned distributor road linking Junction 6 (ring Road) with the R147 when developed will open-up large economic development land potential, along with attractive access to Dublin for Companies in the existing Business Park.

Meath County Council is opening an Enterprise Hub second quarter 2019 in Dunshaughlin Civic Offices to assist this economic development.

New Schools both Primary and Post Primary are being provided in Dunshaughlin, along with Community Facilities, Sports facilities to cater for the town meeting its Moderate Growth status.

The M3 economic corridor is very important for Meath's future development as witnessed by the developments at Facebook, Shire and Avoca on this corridor.



Meath's environs.

The Maynooth environs (in Meath) and in particular the Maynooth outer orbital route (MOOR) is extremely important for Meath, as is the Kilcock environs (in Meath) and the Drogheda environs. The current draft RSES fails to recognise this importance and needs attention.

Dunboyne.

The RSES places restrictions on the development of the town and this needs to be addressed. The reference to sequential development must be amended. The inclusion of Dunboyne in the list of Metropolitan settlements that can benefit from the transfer of population from Dublin City and suburbs is essential and this needs to be addressed.

Transport

Support for phase 2 of the Navan Rail project should be expressed in the RSES along with necessary distributor roads in Dunshaughlin and Navan.

Conclusion

The items mentioned above would if included make the RSES a better plan and deliver the results that this welcome initiative sets out to realise for both County Meath and the EMRA region, as a whole.

Cllr Gerry O' Connor

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