

Simon Musial

From: Kenneth Flood <[REDACTED]>
Sent: 23 January 2019 13:51
To: RSES
Subject: Fwd: Proposed Submission to EMRA

From Cllr. Kenneth Flood, Cllr. Joanna Byrne, Cllr. David Saurin, Cllr. Tom Cunningham and Deputy Imelda Munster on behalf of Drogheda Sinn Féin.

Submission to EMRA-DRAFT-RSES.

Drogheda is this states largest town and Census 2016 identified Drogheda as the fastest growing town in this state. We believe that Project Ireland 2040 – National Planning Framework and National Development Plan 2019-2027 have all undervalued Drogheda's potential and current position as an urban center in Ireland.

Drogheda was identified as one of the Regional Growth Centres under the recent National Planning Framework. Under this Draft Regional Spatial and Economic Strategy a number of Regional Policy Objectives are identified.

Drogheda Sinn Féin believes that the mistakes of previous planning strategys are being repeated and we object to the continuance of failed policy objectives

ADDRESSING THE REGIONAL POLICY OBJECTIVES, PAGE 49 EMRA DRAFT.

(RPO 4.8)First and foremost, the reiteration that a cross-boundary Joint Urban Area Plan (UAP) shall be prepared by Louth County Council and Meath County Council to provide a coordinated planning frameworks hows that the unfulfilled policy aspirations of Central Government are being repeated.

We do not have confidence in Louth County Council and Meath County Council to cooperate and develop a UAP that will serve Drogheda.

Drogheda has been omitted from recent urban renewal announcements. It urgently needs an urban renewal scheme and it needs strong locally focused local government to over see it.

We must repeat the submission we made to the National Planning Framework that Drogheda Borough Council should be reinstated to properly manage this large urban area, with a view to Drogheda gaining city status and having a city council for all of Drogheda.

(RPO 4.9) We support protecting the role of Drogheda Port as a port of regional significance. We also strongly support the proposed relocation of Drogheda Port Company out of the town centre to a site at Tom Roes Point, subject to a feasibility study and appropriate coastal zone management.

We believe this town center site with views of the historic Viaduct and Boyne should be developed as a business park similar to East Point Business Park in Dublin, with an onus on promoting indigenous companies but with the potential to attract FDI.

The Port Access Northern Cross Route (PANCR) has been on Local Government Plans for close to two decades. Supporting the future development of the Port Access Northern Cross Route (PANCR) as stated in this current draft, is quite simply not acceptable anymore. The planning permissions for 7,000 new houses are dependent on the PANCR being in situ. The PANCR should be developed in its entirety immediately.

We also repeat our submission to the NPF that a regional transport committee should be convened, made up of the port company, Irish Rail and road hauliers to properly plan the free movement of goods.

(RPO 4.11) We believe that is not possible to achieve the stated objective to Promote self-sustaining economic and employment-based development opportunities to match and catch-up on rapid phases of housing delivery in recent years to provide for employment growth and reverse commuting patterns. The reason is that Drogheda does not

currently have IDA, Enterprise Ireland or LEO offices. We again repeat our submission to the NPF that a IDA Business Park is needed on the Northside of the town that could avail of European Union funding available in Louth such as The Regional Operational Programme (ROP) for the Border, Midland and Western (BMW) Region. This is a funding package of €320 million from the European Regional Development Fund (ERDF) and the Irish exchequer and invested in the region between 2014 and 2020.

Drogheda had a tradition of being a manufacturing hub in the past.

Much of those industries have long disappeared. We believe that Drogheda should be marketed by the IDA as the site of a Pharmaceutical Manufacturing Hub. Drogheda's young and educated workforce, many of whom already work in the pharmaceutical industry outside of the town, and its location near Dublin Airport make Drogheda an ideal location for a Pharmaceutical Manufacturing Hub.

(RPO 4.12) Drogheda, as this states largest town and a town of historical significance, should have a Failte Ireland Office as the North East is not being properly served by not having one in the region. We support the Westgate Vision and it should be actioned as soon as possible.

We submit that the centre of Drogheda be developed as a Cultural, Historic and Arts Town Centre, similar to Kilkenny and Waterford.

Drogheda has many historical jewels with the undervalued potential to attract tourism. A new, Drogheda Walk, encompassing Millmount, The Buttergate, The Old Abbey, The Magdalene Tower and Laurances Gate should be developed. The sites should be open and accessible to the public with their environs developed to accommodate visitors.

(RPO 4.13) Drogheda needs a new third level institute, cooperating with industry specific training companies that would ensure the highest level of training for the regions students

(RPO 4.14) We support the proposed Drogheda Flood Relief Scheme, subject to the outcome of the planning process and appropriate environmental assessment.

The Drogheda Sinn Féin Group are disappointed that some areas of concern are not included in this Draft Regional Spatial and Economic Strategy.

During our tour of The Staleen Water Treatment Plant in August 2018, we questioned the Irish Water Staff, would the The Staleen Water Treatment Plant be able to deliver increased volumes of treated water to Drogheda and South Louth. We were told, repeatedly, that it would not be able to deliver the volumes of treated water required to meet Drogheda's projected growth. The delivery of the necessary volumes of treated water required to facilitate Drogheda's projected growth is not included in this Draft Regional Spatial and Economic Strategy.

This must be addressed. We request a report compiled by Irish Water and Louth County Council that details how many cubic liters of water will be required for the projected future expansion of Drogheda and how this will be delivered.

We also note with concern that there is no mention of removing the M1 Toll Plaza from Drogheda. We must repeat our submission to The NPF that to ensure unencumbered access to the town the slip road toll plazas should be removed. No other town in the state is split in half by a toll like Drogheda is.

Let's not repeat the mistakes of the past and allow bad planning or lack of planning to let Drogheda's potential a a regional centre, wither and die on the vine. Give Drogheda the status and chance it deserves.

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