



Regional Spatial and Economic Strategy - Proposed material amendments to the draft Regional Spatial and Economic Strategy for the period 2019-2031

Submission on behalf of **Drogheda Enterprise Centre Ltd** (t/a The Mill Enterprise Hub) - 12th April 2019

Name	Breannán Casey
Organisation	Drogheda Enterprise Centre Ltd (The Mill Enterprise Hub)

*PAR: Proposed Amendment Reference

*PAR No.	OBSERVATION
8	<p>Amend Growth Enablers for the Core Region subsection II</p> <p><i>“Drogheda to realise its potential to grow to city scale and secure investment to become a self-sustaining Regional Growth.”</i> - This section should include the expanding adjacent town of Laytown-Bettystown-within Drogheda’s agglomerated region .</p>
23	<p>AMEND RPO 4.8 Drogheda</p> <p>This section should include the need to develop the Port Access Northern Route (currently in 4.9) as a priority. This route is needed to enable the town centre Port area to be developed as a commercial and economical development hub, to alleviate town centre port traffic and give direct access from port to M1, and to open the Northern environs to additional housing due to rapidly growing population. This route is not just for the benefit of Drogheda but for trade and industry across the North-East Region</p> <p>The expected population growth to 50,000 by 2031 is too low. According to Census 2016, the current population of Drogheda and Laytown-Bettystown-Mornington (LBM) is already over 50,000 (40,956 + 11,872). The draft plan doesn’t recognise growth of LBM (34th largest town in Ireland / 222% population growth in last 20 years) and how LBM and Drogheda are merging due to close proximity and ongoing construction in region.</p>
23	<p>AMEND RPO 4.8 Drogheda Subsection V</p> <p>This addition should be amended to include reference to the joint cross-boundary plan developed by Louth and Meath County Councils in order to ensure a cohesive</p>

	<p>approach to development of commercial and residential projects in this area, taking into account the appropriate population (existing and forecast) within 15 minute commute.</p> <p>Similar to PAR 33 (New RPO – Maynooth) – PAR 23 should also include the line that <i>“the Joint Local Area Plan prepared by Meath and Louth County Councils shall identify a boundary for the plan area, strategic housing and employment development areas and infrastructure requirements, including appropriate investment in water and waste water infrastructure, and promote a greater co-ordination and sequential delivery of serviced lands for development.”</i></p>
23	<p>AMEND RPO 4.8 Drogheda Subsection VI</p> <p>This statement should be extended to read: <i>Support the implementation of the Urban Design Framework Plan for the Heritage Quarter, including a sequence and timetable for the implementation. It should also include practical guidance for planning staff to facilitate a pragmatic approach to incorporating and protecting heritage structures.</i></p>
24	<p>New RPO – Drogheda</p> <p>The Mill welcomes the inclusion of this new RPO to <i>“Enhance Drogheda’s role as a strategic employment centre on the Dublin-Belfast Economic Corridor and provide for employment opportunities through identification of suitable sites for new industry including FDI.</i></p> <p>It should also state that the Government economic support agencies (IDA, Enterprise Ireland, and Local Enterprise Offices) from the two regions that serve Drogheda should develop a joint cohesive economic development policy for the wider Drogheda area. The Louth part of Drogheda is currently managed by IDA’s ‘Border’ region and the Meath part of Drogheda is managed by IDA’s ‘Mid-East’ region. A similar situation exists for Enterprise Ireland.</p>
79	<p>AMEND RPO 6.1 Competitive and Resilient Economic Base</p> <p>Request amendment to new sentence to read:</p> <p>Support the national economic agencies, Local Enterprise Offices, Regional Enterprise Plan Steering Committees, Local Authorities and other relevant stakeholders with their plans for job creation and enterprise development, prioritising areas of high urban population, with a specific focus on supporting commuting communities to reduce their reliance on commuting and create significant local centres of employment.</p>

81	<p>New RPO – Regional Enterprise Strategies</p> <p>The Mill welcomes the addition of this RPO, especially the objective to <i>“Develop a network of innovative co-working spaces in the region to mitigate long commuting times, promote remote working opportunities and life-style benefits”</i> due to Drogheda and East Meath’s high population of commuters and The Mill’s remit to support local startups and scaling companies.</p> <p>However, this new RPO fails to recognise Louth’s location as one of the 4 counties in the Eastern region of the Eastern and Midland Regional Assembly – All of the published aims are from the Mid-East and the Midlands Action Plan for Jobs and excludes the North East Action Plan for Jobs which is Louth’s main regional Action Plan.</p> <p>For instance, Strategic Objective 4 of the NorthEast Action Plan is <i>“Drive a higher level of economic success in the North-East by building on niche strengths and fostering clustering amongst enterprises”</i>.</p> <p><i>Action 3 of that objectives calls for :</i> <i>“ Explore the establishment of similar network in financial services, payments and agri-food to support the sharing of ideas and peer to peer learning within the region. Seek to extend and connect theses networks with aligned activities outside of the region and on a North-South basis.”</i></p> <p>The Mill requests that RSES includes the development of the M1 Payments Corridor , www.M1PaymentsCorridor.com (M1PC), with a National Payments Building in Drogheda, as a key Regional Enterprise Strategy as it directly relates to this objective of building a Financial Services and Payments Niche in the region. The M1PC has a strong record of delivering economical development impacts over the past four years and the M1PC region includes the Fingal, North Dublin, and Meath areas of the EMR RSES. It also closely aligns the RSES of developing the Drogheda-Dundalk-Newry Corridor.</p>
82	<p>New RPO – Rural Economy</p> <p>Request addition of “the Eastern Region” to this statement after “the Midlands”. This aims to nurture tourism in the rural areas of Louth, Meath, Kildare and Wicklow which are all part of Ireland’s Ancient East.</p>

	It would also align with Louth’s participation in Strategic objective 5 of the NorthEast Action Plan for Jobs “Strengthen the attractiveness of the North-East as a destination to visit”
85	<p>Amend RPO 6.18 – Tourism</p> <p>Request addition to this statement: <i>to spread the benefit of tourism throughout the region and to encourage the increase of tourism product development, focusing first on existing tourism and heritage assets that are ripe for development before investing in the development of new features.</i></p>
111	<p>NEW RPO – Mobility Management and Travel Plans</p> <p>We ask that this point expressly state that “such plans should include cycle and pedestrian routes aligned with the users desire line to enhance use of these routes.”</p>
114	<p>Amend Table 8.4 Road Projects for the Region,</p> <p>This section should include the need to develop the Drogheda Port Access Northern Route (currently in 4.9) as a priority. This route is needed to enable the town centre Port area to be developed as a commercial and economical development hub, to alleviate town centre port traffic and give direct access from Drogheda port to the M1 and to open the Northern environs to additional housing due to rapidly growing population. This route is not just for the benefit of Drogheda but for trade and industry across the North-East Region</p> <p>This route should also be included in RPO 8.14 which seeks to “strengthen access routes to Ireland’s ports”</p>
121	<p>AMEND RPO 9.12 – Regeneration</p> <p>Taking into consideration heritage towns, those with numerous protected structures and those with existing compact footprints, the new text should be amended to include the following sentence:</p> <p><i>Regeneration density targets for urban areas will take into consideration existing population densities and consider a target density rather than a percentage increase.</i></p>