

**Eastern and Midlands Regional Authority (EMRA.IE)
Regional Social and Economic Strategy (RSES) January 2019**

DROGHEDACITY.COM SUBMISSION

**Public Consultation Submission to the EMRA
review of requirements to the draft RSES
strategic plan.**

**Recommendations in respect of regional
assets, opportunities and pressures and
appropriate Regional Policy Objectives to
strategically provide a framework for
investment, and better manage spatial
planning and economic development
throughout the Region of the**

**Borough District of Drogheda, Eastern Meath
and Southern Louth.**

January 22nd 2019

**Kenneth Russell, PhD Candidate
EMBA, BSc, MIEI, MICS
Founder of
DroghedaCity.com**

Executive Summary:

The purpose of this observation is to holistically ensure Drogheda City's inclusion in the proposed Draft RSES for the Eastern and Midland Regional Authority RSES Planning Framework 2019.

It will attempt to outline the current (or "AS IS") situation under a number of key spatial and infrastructure planning headings, and contrast this with the latest knowledge ("best-practice" or "TO BE") needs in order to ascertain the gap in needs across the following chronological terms:

- Short term (0-5 years)
- Medium term (5-20 years)
- Long Term (20+years)

Future planning for Drogheda affects everyone who lives, works, does business and visits our Drogheda City. This submission forms part of the process for developing the Eastern and Midland Region Planning Framework and aims to highlight current needs for Drogheda City.

This is our opportunity to address problems heretofore mired in endemic silo-thinking and myopia in our city's planning and operations. We have attempted to illustrate this in several cases throughout the recommendations document, but a possible representation of key examples includes:

- At over 84000 residents, Drogheda City's environs in East Meath /South Louth has a population larger than Ireland's fifth city, Waterford. It surpasses both nearest county towns (Navan, Co.Meath and Dundalk, County Louth) respectively. Drogheda City encompasses the newly designated "large-town" status Stamullen-Gormanston axis, and several "small-town" status entities in Bettystown, Laytown, Julianstown, and Duleek. Incredulously, these are local communities which do not yet have:
 - a library between them
 - none has a purpose-built community centre
 - limited or no children's or youth play facilities
 - a severe dearth of cycle-ways, and other green recreational facilities for families and older citizens to 'get out' and exercise.
 - barely adequate school and sporting facilities to cater for the thousands of children and young people
 - No local Third-Level options – all aspiring students must travel to Dundal, Dublin and further afield.
 - While there is a train service from Gormanston and Laytown, there is no stop at Bettystown, or Grange Rath (Ireland's largest residential estate in terms of units built) leading to more traffic movements and parking compromises.
- This lack of planning of infrastructure was infamously decried as an example of the worst planning in Europe at the European Commission.
- Meath Water Augmentation Tower (Kiltrough) vs Drogheda Borough Waste Water Treatment Plant & Agglomeration (Marsh Road). This is an excellent example of the democratic deficit in the greater Drogheda Borough area. With no unilateral representation, we suffer the ignominy of two local County

Councils debating rates, and stifling residential, commercial and especially community development linearly commensurate with their individual planning aspirations.

- The deficit in coverage of Emergency services based on factional and outmoded organisation or "County-Council' based governance frameworks. For example, An Garda Síochána from Ashbourne station covers south Drogheda (e.g. Grange Rath Estate, in County Meath), a distance of 27.2 kilometres, taking 32 minutes at average speed to attend to civic matters. The Garda Síochána based in Drogheda are a mere 3.5 km away, and can attend in 6 minutes. Where is the sense of this ridiculous demarcation?
- The rail fare for Iarnród Éireann train service from the Drogheda City section of the Northern Commuter route to Balbriggan section of track is amongst the most expensive in the world (reference the Commuter North Railway Users Group (CNRUG) survey). Yet Balbriggan is within the greater Dublin Area, and residents can avail of the 'Short-Hop' fare structures. This has led to an overbearing burden on the residents of Drogheda City; many commute to Balbriggan, so increasing the carbon-footprint, and exacerbating the Balbriggan town parking situation.
- The ability to facilitate a company north of the river Boyne in the BMW (Border Midlands West) region and avail of EU business subsidies, while being 'locked out' in the area south of the river, thus stifling Industrial innovation. Drogheda City has no resident IDA, SEO or Enterprise Ireland offices.
- Julianstown, a quaint County Meath village, has chronic traffic levels. There are obvious health risks too for the children of Whitecross National School, 70k+ East Meath/South Drogheda residents, and those who commute each day. Why do we allow this impact Drogheda City's business development potential by choking our local economy, and limit our freedom of movement? An estimated 22,000 vehicles per day go through the village traversing a stone bridge. Peak time levels hit 1750 vehicles per hour, equating to 30 vehicles per minute, or a vehicle every 2 seconds on a route designed in the 1600's for a Coach, 2 Coachmen, and four horses? In morning rush hour traffic, levels exceed those on the M1 motorway which Meath County Council maintains is a bypass for Julianstown. Indeed, traffic in Julianstown is at two thirds the M1 motorway level (the national road between Ireland's two largest cities - Dublin and Belfast) and negotiates a total of 11 junctions along the 12km route from City North Hotel to South Gate Shopping Centre. Not only is this a cost in wasted personal time, but in obvious business delays and ability to attract inward investment. The Boyne/Mary McAleese bridge opened on Jun9th 2003. The toll is located 33km north from the M50/M1 junction; midway between M1/M50 and the border is located a further 12km north of Drogheda near Monasterboice at 44km; this means the toll is located not at logical mid-way, but nearest the greatest conurbation - why? Remove the M1 toll and allow Drogheda City begin our autonomy now.
- These instances are symptomatic of many, but not all, developments in what is an apparent apartheidization of the citizens of Drogheda City.

As founder of the website www.DroghedaCity.com since 2006, it is a welcome development to now finally have an opportunity to outline a long needed holistic approach to planning for our city. The future must be based in pro-active planning, and not reactive ad-hocracy, as

experienced with the schools planning of East Meath in recent years; such developments were held up as an anathema to bad local planning at the European Parliament.

Current and past governance structures have been based on democratic deficit, such as illustrated, incredibly, in the Borough Council's draft development plan for 2011–17, which does not mention city status (although the manager's summary of public submissions reported backing for city status for the greater Drogheda area, incorporating adjacent areas in Counties Meath and Louth).

In our opinion, our Drogheda City future must now be based not on County borders, but wholly governed and governanced by a single municipal authority, with a vision statement and a value directing Municipal officials to do what is best for Drogheda City.

The National Spatial Strategy (2002) planning policy has promoted objectives to consolidate and regenerate cities, towns and villages; keeping them physically compact, and the focus of the social, commercial and civic life of their communities.

However, the September 2015 report from the National Statistics Office states that almost 30 per cent of the past year's planning permissions have been for one-off houses, and so points to an acute failure of this policy.

Towns that previously invested in improving their urban environments (e.g. Kilkenny, Westport (Winner of the Irish Times 2012 Best Place to Live in Ireland Competition), Clonakilty) have done so out of a conviction that a high-quality public realm is central to attracting investment, employment and tourism to their environs. They also have one crucial advantage over the current Drogheda operations – that is town Governance is based on a singular committee, with a clear unified vision and unambiguous mission statement.

We therefore propose that the EMRA RSES Review Committee now dispense with the failed old County Council and Borough based model, and adapt a new City Charter to Drogheda, to enable a unified model for the greater future good of Drogheda City, its' environs, but especially for its young people.

Yours Faithfully,
Kenneth Russell
DroghedaCity.com

Demographics of greater Drogheda Area

In order to understand the needs, we must first contextualise them against the current demographics:

Demographics (from 2016 Census):

East Meath – Laytown, Bettystown, Donacorney, Grange Rath, Mornington, Julianstown, Stamullen, Gormanston.	29k+
Drogheda Borough	40,956+
St. Mary's Parish	11k+

<i>(Deepforde, Grange Rath etc)</i>	
Julianstown	9.5k+
Stamullen	5.5k+
Duleek	6k+
Ardcath	2k+
Slane	2k+
Donore	692
Greater Drogheda City area total:	84k+

Re-use of criterium for UK City Status

In my opinion, this review is a gilt edged opportunity to replicate the process for creation of UK cities, and utilise it for the creation of the Republic of Ireland's first city at Drogheda. Indeed many Northern Ireland's cities bar Belfast have less population than Drogheda City.

City	Date	Means
Dublin	1172	Charter
Cork	1185	Charter
Limerick	1199	Charter
Waterford	1206	Charter
Kilkenny	1383	Charter
Derry	1604	Charter
Belfast	1888	Letters Patent
Galway	1985	Oireachtas
Armagh	1994	Letters Patent
Newry	2002	Letters Patent
Lisburn	2002	Letters Patent

Submission structure

The following headings are addressed in order to holistically review the City “AS-IS” situation, and assess the “TO-BE” requirements directed by best practice, in order to direct a cost-benefit value analysis of needs:

1. Arts and Parks
2. Services
3. Governance
4. Business and Development
5. Community
6. Environment
7. Projects
8. Public Safety

Planning - Whether you are seeking information about upcoming meetings or just want to learn more about what is going on in our city, we need a comprehensive list of active and completed projects in one centralised resource.

Long-range planning addresses unique issues specific to particular locations within the city that can only be addressed through policies and actions more specific than those proposed citywide.

Creation of a “Drogheda Historic Development Commission (DHDC)” to identify, preserve, protect, and promote Drogheda and District’s historic resources. It should:

- Work in conjunction with the existing public and voluntary bodies e.g. OPW, Old Drogheda Society.
- Inventory historically-significant properties
- Issue Certificates of Appropriateness
- Direct provision of educational programs
- Provide design-review assistance.

Real estate provides services to other city departments in the acquisition of real property for rights-of-way, public utilities, public facilities, greenway, parks and community development. In addition, staff manages city leases, the city's real property inventory, and the disposition of city surplus real property.

Public records – service requests for due diligence, zoning code violations, and property assessments. Other records, such as development plans, public improvement plans, building permit/plan review comments, certificates of occupancy, and miscellaneous permit data, may be obtained via an Online Development Center.

Transportation Planning - The Office of Transportation Planning strives to create a seamless and efficient multimodal transportation system for the city. The city's transportation plan provides an integrated, multimodal approach with a goal of providing universal accessibility for all residents, employers, and services.

Urban Design – Creation of a team of urban designers and planners envision and design solutions that create a better built environment, building consensus around innovative solutions that encourage all people to be active in shaping the physical form of their community e.g. the elderly, infirm, ethnic minorities etc.

Zoning - Zoning provides services related to the rezoning process, and maintains the city's official zoning map. It also provides zoning verification, zoning enforcement, and text change services.

1. Arts and Parks

Target area	AS-IS	TO-BE	GAP & NEEDS
<p>Parks and Trails:</p> <ul style="list-style-type: none"> • Greenways and trails • Find a Park • Rentals & reservations <ul style="list-style-type: none"> ○ Birthday Parties ○ Church Services ○ Conferences ○ Family Reunions ○ Graduations ○ Meetings ○ Receptions ○ School Athletic Events ○ Weddings • Park Planning and Development (ref. Appendix 1 for more information on headings) <ul style="list-style-type: none"> ○ What's the vision for the City's parks, beaches and greenways. ○ Comprehensive Plan ○ Parks and Recreation System Plan ○ Where will new parks and greenways be located ? ○ Parks ○ Greenways ○ What happens after a potential park or greenway is identified? ○ Site Specific 	<p>Parks</p> <ul style="list-style-type: none"> • Oldbridge • Dominics' Park • Skate Park • Playgrounds <ul style="list-style-type: none"> ○ Dominic's ○ Bettystown ○ Duleek • Lourdes Stadium <p>Trails</p> <ul style="list-style-type: none"> • Boyne walkway • Townley Hall • Oldbridge • Bettystown Laytown Gormanston beaches <ul style="list-style-type: none"> • No sustainable plan for beach erosion <ul style="list-style-type: none"> ○ Greenway along the River Boyne 	<ul style="list-style-type: none"> • Creation of a beach-head protection to counteract erosion and global warming flooding. 	<p>Children's parks.</p> <p>"Boyne Greenway' Mornington /Baltray to Trim.</p>

<p>System Integration Plan</p> <ul style="list-style-type: none"> ○ What do we want our new park to be? ○ How are parks and greenways developed? ○ Design ○ Construction ○ How are parks and greenways paid for? 			
<p>Recreation:</p> <p><i>Programs and Classes</i></p> <ul style="list-style-type: none"> • Adult • Adventure • Aquatics • Arts • Athletics • English as a Second Language • Historic Resources and Museum • Nature • Neighbourhood Tree Planting • Specialized Recreation and Inclusion Services • Teen • Tennis • Youth <p><i>Volunteer at a Park</i></p>	<p>Per Drogheda Independent 'local' supplement</p>		<p>TBA</p>
<p>Cultural Resources:</p> <p><i>Arts Centres</i></p>	<ul style="list-style-type: none"> • Drogheda Library • Highlanes Gallery • Droichead Arts Centre • St. Peter's Barbican 	<p>> Consolidated Tourist Marketing (not on Louth or Meath)</p>	<p>TBA</p>

<p>Historic Resources and Museums</p>	<ul style="list-style-type: none"> • Centre • TLT • Monasterboice • Millmount Museum • Oldbridge • Newgrange • Knowth • Dowth • Mellifont • Thosel • Magdalene Tower • St.Laurence Gate • City Walls • Church's (many) • West Street – Dutch Billy' housing • Drogheda City Walls • St.Peter's (First Roman Catholic church inside a walled town) • St. Oliver had first co-ed school in Drogheda (Bachelors Lane) • Boyne Canal • Tall Ships • Samba Festival (suspended) 	<p>>No statistics (via tickets) of numbers e.g. visiting St. Oliver Plunkett (Free of Charge) AND all other attractions to allow data analytics for centralised tourism planning.</p>	
<p>Convention and Performing Arts:</p>	<ul style="list-style-type: none"> • Droichead Arts Centre • St. Peter's • TLT 		<p>TBA</p>

2. Services

Services	AS-IS	TO-BE	GAP & NEEDS
<p>Buses and Transit</p>	<ul style="list-style-type: none"> • Disjointed infrastructure as witnessed by school/business traffic on Dublin Road weekday peak hours • Ad hoc rail fare systems • <p style="text-align: center;">Irish Rail</p>	<ul style="list-style-type: none"> • Unified Ticketing • Extension of the "Short-Hop" ticket fare structure from Balbriggan to Drogheda • Drogheda Area Rapid Transport (Light Rail systems proposed in • Cycle Lanes • Park and ride • Nipper bus • Buses (run on human 	<p>TBA</p>

		<p>waste e.g. in Bristol)</p> <ul style="list-style-type: none"> • Dublin Airport access • Drogheda Port access (commercial and tourism) 	
Utilities	<ul style="list-style-type: none"> • Underutilised Drogheda Port / embankments • Freight traffic runs through direct centre of town via St.Mary's Bridge • Gormanston Aerodrome - de commissioned military facility • Optic Fibre - the main artery North-South fibre lies under broken Dublin Road pathway (located to the right of the exit from Scotch Hall Shopping Centre) and visible above the Marsh Road 	<ul style="list-style-type: none"> • Rezoning and development of the area east of Scotch Hall on both sides of the river as a new "DIGITAL PARK" (based on the Gothenberg model) • Re-development of the Digital Infrastructure around the city including : <ul style="list-style-type: none"> ○ SDH Self healing fibre ring ○ Datacentre development • Development of new Drogheda /Dublin Deep Water Port to facilitate 24hour Ro-Ro freight in the national economic interest • Re-zone Drogheda Docks as Cultural Quarter • Removal of freight traffic from centre with new bridge at Tom Roes point • Facilitation of heliport and light aircraft access at Gormanston 	
Garbage and recycling	<ul style="list-style-type: none"> • Mass-burn Incinerator (run by Indaver Ltd.) • Irish Cement Ltd. Platin (Bonemeal and tyres) kiln firing • Recycle Centre (Mell) • Private skip hire companies • Domestic waste collection – Oxygen, Panda • Limited reporting of Air Quality metrics from either the Environmental Protection 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Regular transparent independent reporting from Indaver Ltd., Irish Cement and the EPA on

	gency (EPA) or Indaver Ltd.		Air Quality
Roads, Streets and Paths	<ul style="list-style-type: none"> • Disjointed Parking policy /price structures managed by many entities: <ul style="list-style-type: none"> ○ DBC ○ Drogheda Port ○ Irish Rail ○ Shopping Centres • Paths /Cycle lanes an afterthought / not continued into the Town Centre e.g. Stameen, Grangerath into Drogheda • West Street, Narrow West Street main thoroughfare a hotch potch of shops with cars battling for space with populace of Drogheda. 	<ul style="list-style-type: none"> • Unified parking ticketing and price structures • Mandatory planning and provision of Paths /Cycle lanes joining towards City Centre. • Independent network of Cycle paths off-road through sub-urban lands. • Fully pedestrianize West Street and enclose with a retractable roof the street area. • Extend the current Friday Farmers Market to a daily market. • Protect with National Trust Listed status the historic "Dutch Billy" housing stock. 	
Water Sewar Air	<ul style="list-style-type: none"> • Kiltrough Water Tower • Marsh Road Sewage works • Regular water quality issues : <ul style="list-style-type: none"> ○ Domestically ○ Commercially ○ Tourism on beaches closed by ecoli alerts Baltray, Mornington, Bettystown, Laytown, Gormanston beaches ○ No reporting of Pb(Lead), Asbestos, e-coli, dioxin (incinerator heavy metal) and other water metric levels • Under-reported Air Quality monitoring wrt municipal incineration units: 	<ul style="list-style-type: none"> • Centralised water and sewage • Clean beaches with Blue Flag awards • Regular Air Quality reporting by independent arbiter 	<ul style="list-style-type: none"> • Lead and asbestos piping removal • Fixing of the water infrastructure at Donore (we had 6 das of the regiona cut off in July 2017).

	<ul style="list-style-type: none">o Irish Cement Platino Indaver, Platino Premier Periclase		
--	---	--	--

3. GOVERNANCE	AS-IS	TO-BE	GAP & NEEDS
<p>Drogheda City Council</p> <ul style="list-style-type: none"> ○ Council and Committees ○ Biographies ○ City Code 	<ul style="list-style-type: none"> • Existing organisation is characterised as a disconnected amalgam of 3 entities all of whom have a different agenda e.g. maximisation of Property Tax, Water Rates, Sewage rates etc. with no mutually agreed vision, mission, values, or City code: <ul style="list-style-type: none"> ○ Drogheda Borough Council ○ Meath CoCo ○ Louth CoCo 	TBA	One centralised, independent Governance for Drogheda City without basis on old county border structure
<p>About Drogheda</p> <ul style="list-style-type: none"> ○ Accolades – <ul style="list-style-type: none"> ○ Twinning ○ Demographics ○ History of Drogheda 	<ul style="list-style-type: none"> ○ See Introduction Demographics ○ Old Drogheda Society 	TBA	TBA
<p>Drogheda City Media</p> <ul style="list-style-type: none"> ○ Other <ul style="list-style-type: none"> ○ Social Media 	<ul style="list-style-type: none"> ○ IrishTV ○ LMFM (INM Radio) ○ Newspapers <ul style="list-style-type: none"> ○ Drogheda Leader ○ Drogheda 	TBA	Consolidated media policy wrt Social Media Channels to promote Drogheda City.

	<p>Independent</p> <ul style="list-style-type: none"> ○ Drogheda Echo ○ Online <ul style="list-style-type: none"> ○ Droghedlife.com ○ Drogheda City.com <p>Staying Connected - daily social media updates via :</p> <ul style="list-style-type: none"> ○ Twitter ○ Facebook 	<ul style="list-style-type: none"> ○ live updates from City Council meetings; ○ subscription to email notices ○ read weekly development blog "DfaaSider" which includes planning initiatives and upcoming events and meetings; ○ view photos on Instagram 	
--	---	---	--

<p>Budget:</p> <ul style="list-style-type: none"> ○ Budget and Process ○ Budget guide ○ Budget Summary 	<ul style="list-style-type: none"> ○ Existing organisation is characterised as a disconnected amalgam of 3 entities all of whom have a different budget agenda e.g. maximisation of Property Tax, Water Rates, Sewage rates etc. with no mutually agreed vision, mission, values, City code, with "best taxpayer value" central to sourcing and procurement policy : ○ Drogheda Borough Council ○ Meath CoCo ○ Louth CoCo <p>This can be illustrated by the number of Northern Ireland Road Repair contractors hired.</p>	<p>TBA</p>	<p>TBA</p>
--	---	------------	------------

4. Business and Development

BUSINESS & DEVELOPMENT	AS IS	TO BE	GAP / NEEDS
<p>Land Use:</p> <ul style="list-style-type: none"> ○ Comprehensive Plan ○ Current Development Activity ○ Development Code ○ Transportation Planning ○ Urban Design ○ Zoning and Rezoning 	<ul style="list-style-type: none"> • IDA Park, Donore Road • M1 Retail Park • Southgate Shopping Centre • Laurence Shopping Centre • Scotch Hall Shopping Centre • Drogheda Shopping Centre • Boyne Shopping Centre • Limited Third Level Institution /College /University structure: <ul style="list-style-type: none"> ○ Teagasc ○ DIFE 	<ul style="list-style-type: none"> • Tax Incentives (based on the Shannon Free-zone model) to locate in the Business Parks • Establishment of alliance with tertiary institution for Third Level Education in the town through use of unused Industrial spaces e.g. extension of DKIT, or other foreign colleges. Also consider MOOCs (Massive Open Online Courses) centres 	<p>TBA</p>
<p>Permits & Inspections:</p> <ul style="list-style-type: none"> ○ Development Services Guide ○ Construction Inspections ○ Express review 			<p>TBA</p>

Business Services: <ul style="list-style-type: none"> ○ Approved City Vendors ○ Bids and RFP's ○ Business Assistance ○ Economic Development 	<ul style="list-style-type: none"> ○ Civil Service Commission ○ 		
Development Resources: <ul style="list-style-type: none"> ○ Fee Schedule ○ Forms Directory ○ GIS Mapping ○ Standard detailed drawings 			TBA

5. Community

COMMUNITY	AS IS	TO BE	GAP /NEEDS
<p>Involvement:</p> <ul style="list-style-type: none"> ○ Citizen Advisory Council (CAC) ○ Neighbourhood Organisations and Registry ○ Minority Initiatives ○ Volunteer Opportunities 			TBA
<p>Events and Races:</p> <ul style="list-style-type: none"> ○ Special Events Office ○ Temporary Road Closing 	<p>Bellewstown and Laytown Races</p> <p>Multiple 10k road races</p> <p>Festivals – Tall ships ect</p>	TBA	TBA
<p>Improvements:</p> <ul style="list-style-type: none"> ○ Neighbourhood Improvement Initiative ○ Road, Street and Path improvements ○ Neighbourhood Tree Planting ○ Representation– <ul style="list-style-type: none"> ○ Elderly ○ Disabled ○ Children 	<ul style="list-style-type: none"> • Tidy Towns lacks penetration (despite Gold Medal 2015) • Footpaths incomplete and dependent on conditions placed on developers • No central agency responsible to retain sites of 	<ul style="list-style-type: none"> • More cohesion between council and local Resident Associations • Need for comprehensive “paths / trailway” plan e.g see Ile de Ré (SW France) and how they incorporate offroad cycle/walking paths across unused countryside • Inventory of sites of interest 	TBA

<ul style="list-style-type: none">○ Youth○ Ethnic○ Ladies○ Men○ Drainage	interest e.g thatched cottages	<ul style="list-style-type: none">○ Thatched cottages○ Town walls	
--	--------------------------------------	--	--

6. Environment

ENVIRONMENT	AS IS	TO BE	GAP &/ NEEDS
<p>Sustainability:</p> <ul style="list-style-type: none"> ○ Sustainable Drogheda ○ Sustainable Projects Map ○ Electric Vehicle Charging Stations ○ Environmental Awards 	<ul style="list-style-type: none"> ○ Environmental Sustainability <ul style="list-style-type: none"> ○ Limited air / water quality monitoring stations in Louth. The nearest is in Dublin, despite 12,044 registered asthmatics. Ireland falls behind European standards (4.7m people with 31 monitoring sites + EPA modelling process) whereas Northern Ireland has 1.7m people and 20 sites (cleanaircampaign.ie). ○ No accessible Indaver, Irish Cement & EPA reports on AirQuality since operation initiated. ○ Water reports not transparent regarding lead, asbestos and other piping levels. ○ Waste - haphazard attainment of Blue Flag status beaches ○ Power <ul style="list-style-type: none"> ▪ Wind ▪ Hydro ▪ Solar ▪ Other ▪ Smart Power grids ○ Pylon planning ○ Flood strategy ○ Coastal protection strategy – see AppendixA for 	<ul style="list-style-type: none"> ○ New air quality monitoring stations in Louth. To European . ○ Transparent EPA modelling process) ○ Accessible Indaver, Irish Cement & EPA reports on AirQuality and breaches since operations initiated. 	<ul style="list-style-type: none"> • Regular transparent independent reporting from Indaver Ltd., Irish Cement and the EPA on Air Air and Water Quality

	pictures of existing defences failing		
Recycling and Waste: <ul style="list-style-type: none"> ○ Recycling ○ Upcycling ○ Compost and waste ○ Buy compost & mulch 	TBA	TBA	TBA
Water <ul style="list-style-type: none"> ○ Conservation and efficiency ○ Reuse of Water 	TBA	TBA	TBA

7. Projects

PROJECTS	AS IS	TO BE	GAP /NEEDS
<p>Property Tax:</p> <ul style="list-style-type: none"> ○ By property ○ Assessment Information 	<ul style="list-style-type: none"> • No centralised planning e.g. Meath dogs needing a meath dog-pound, refused in Louth Dog Pound • Schools - East Meath omitted from the consultation phase of drawing up a Local Economic and Community Plan. 	<ul style="list-style-type: none"> ○ Learn from mistakes in East Meath / Drogheda South planning in future West and North Drogheda planning 	<p>TBA</p>
<p>Bids and RFP's:</p> <ul style="list-style-type: none"> ○ Services and Technology ○ Construction Materials ○ Materials, Equipment and Supplies 	<p>TBA</p>	<p>TBA</p>	<p>TBA</p>

<p>Projects:</p> <ul style="list-style-type: none"> ○ Parks and Greenways ○ Roads, cycle-paths and paths ○ Flood Management ○ Coastal Erosion ○ Construction Management 	<ul style="list-style-type: none"> • Minimal Park spaces • Disjointed cycle path systems • Regular urban flooding (North Quay /Baltray / Ship Street) ▪ Grand scale erosion (e.g. Bettystown, Baltray sand dunes, Ben-Head Gormanston – the "head" is practically gone now) ▪ Dilapidated Quays subject to vandalism and graffiti • • 	<ul style="list-style-type: none"> • Off-road cycle network through semi-rural belts with tree planting (see Isle deRé France model) • Flood defences • Coastal protection from Delvin River estuary to Cogherhead • Re-development of the North and South Quay areas as a digital park (reference the Gothenberg Sweden Model) • Incorporation of the quays into the Boyne Estuary to Trim Boyne Rover Greenway system • Tax Incentives (Shannon Free zone model) • Alliances with the Arab Business world for digital development 	<p>TBA</p>
<p>Resources:</p> <ul style="list-style-type: none"> ○ Standard Detail Drawings ○ Mud and Erosion Inspections 	<p>TBA</p>	<p>TBA</p>	<p>TBA</p>

○ Public Utilities Handbook			
-----------------------------	--	--	--

8. Public Safety

PUBLIC SAFETY	AS IS	TO BE	GAP /NEEDS
<p>Emergency Department & Communications:</p> <ul style="list-style-type: none"> ○ 999 Communications ○ Emergency Employment 	<ul style="list-style-type: none"> ○ Deficit in coverage of Emergency services based on factional and outmoded organisation based frameworks 	<ul style="list-style-type: none"> ○ Comprehensive North East coverage with centralised planning 	TBA
<p>Ambulance/First Aid:</p> <ul style="list-style-type: none"> ○ Hospitals ○ Doctor on call ○ Voluntary ○ Education/FAQ 	<ul style="list-style-type: none"> ○ Limited Ambulance coverage on-call for immense North East Area ○ Red Cross ○ John's Ambulance ○ Order of Malta ○ Civil-defence ○ No helicopter pad at Lourdes Hospital 	<ul style="list-style-type: none"> ○ Comprehensive North East coverage with centralised planning ○ Heli-pad at Lourdes hospital 	TBA
<p>Fire:</p> <ul style="list-style-type: none"> ○ Fire Stations ○ Fire Recruitment ○ Education/FAQ 	TBA	TBA	TBA
<p>Garda Siochana:</p> <ul style="list-style-type: none"> ○ Garda Stations ○ Garda Recruitment ○ Education/FAQ 	<ul style="list-style-type: none"> ○ Substantial under-investment / closures of stations; some open with skeleton hours ○ Many East Meath and South Louth 	Centralised function controlled from Drogheda Barrackes of area with 10-15 square miles	TBA

	areas in 'grey zone' of partial remote coverage e.g. Navan and Balbriggan stations covering East Meath when Drogheda is logically and physically nearer		
--	---	--	--

Appendices

Appendix 1 Park Planning and Development

- **What's the vision for the City's parks and greenways-** The City defines a broad vision for the entire park and greenway system primarily through two documents: the City of Drogheda 2030 Comprehensive Plan and the Drogheda Parks Plan. The documents provide a vision, goals, objectives and policies that guide staff.

Comprehensive Plan –

The Park, Recreation and Open Space Element of the City of Drogheda 2030 Comprehensive Plan is a broad guide for all park and greenway facilities. This element and others, such as Environmental Protection, Land Use, Community Facilities and Services, provide policy and recommended actions for the City as a whole. The comprehensive plan projects local and regional growth patterns and public infrastructure needs including parks, greenways and open space for conservation of natural resources and protection of our quality of life. Funding, acquisition of properties, classification of new lands acquired, and master planning are each guided by the recommendations of the Comprehensive Plan.

Parks and Recreation System Plan

The System Plan is a supplemental document to the Comprehensive Plan and is the strategic system plan that guides the growth and development of the City's park and greenway system. Future park needs are compared with an existing inventory of park facilities over a twenty to thirty year horizon. Included within this plan are recommendations for new park development, maintenance and continued renovation of existing parks and facilities, and guidelines that will allow the system to provide ample recreational opportunities for all citizens while remaining flexible to change with recreational trends, significant development opportunities and Drogheda City's growing population. A system plan is developed every five to ten years. The Drogheda City Parks, Recreation and Cultural Resources Department kicked off their System Plan process in September 2012.

Where will new parks and greenways be located ?

Before a park or greenway trail can be built, the city must first acquire the needed land. Generally, the location of new parks and greenways are determined through extensive planning and public participation during the Parks Plan process.

Parks

The Design Development Division works with the city's Real Estate Division to continually identify and purchase land for future parks and greenways as directed by the Comprehensive Plan and the Parks Plan. The primary method of acquiring land is accomplished through a targeted acquisition process. The 201x Parks Plan identifies Level of Service (LOS) goals and recommended Park Service Areas. Areas in need of parks are identified by combining these measures with geographic information system (GIS) data on the size and locations of existing parks. Properties in these areas are then analyzed to determine their suitability as park sites. The Design Development Division works through the City's Real Estate Division to pursue and acquire new properties. City Council approves all parkland acquisitions.

Greenways

Greenway land is usually conveyed to the City through greenway easements and fee simple transactions. The City's acquisition of greenways is guided by the Capital Area Greenway System corridors. The widths of the greenway corridors vary based on the stream hierarchy and the 100 year floodplain. The City requires dedication of land for greenways from residential developments that fall along these corridors or other planned greenway connectors. Developers of non-residential properties may also be required to reserve a portion of their property for greenways. Additionally, planned greenway trail projects may require greenway land to be acquired. The Design Development Division works with staff from the City's Real Estate Division and City Legal office to acquire any additional land needed to complete a greenway trail.

What happens after a potential park or greenway is identified?

In 201x, Drogheda City Parks and Recreation Department initiated the process to develop System Integration Plans (SIPs) for property that the City has acquired for future park development. The objective of a System Integration Plan is to document existing site conditions and constraints, develop a set of guidelines for the interim management of parkland prior to the initiation of a Master Plan, to establish the park's classification consistent with the Comprehensive Plan, and if applicable, any proposed special intent for the park. The SIP is not intended to restrict the Master Plan process, but rather to enhance the overall park development process.

Site Specific System Integration Plan

Important elements include:

- marking property boundaries,
- identifying safety concerns and hazardous conditions, and
- conducting a site inventory to identify natural and cultural resources.

The site specific System Integration Plan is developed with input from the Parks, Recreation and Greenway Advisory Board. A draft SIP is presented to the public through notification of adjacent and nearby property owners, Citizen Advisory Councils, registered neighborhood groups, and registered park support groups. The public is encouraged to provide comments at a formal presentation of the SIP to the Parks, Recreation and Greenway Advisory Board. The SIP is then submitted to City Council for final action. A listing and status of system integration plans can be found on the Park and Greenway Projects webpage.

What do we want our new park to be?

Before a park is designed and constructed, the public is invited to assist in the process of park master planning.

Park master plans are completed at an individual park level, unlike the comprehensive plan. A park master plan is a conceptual design document that, once adopted by city council, generally describes and guides the future management, design, and development of a park property. The comprehensive public participation process guides all master planning processes. At the end of the process, master plans are reviewed by the Parks, Recreation and Greenway Advisory Board who recommends action to City Council. City Council takes final action on the plan.

How are parks and greenways developed?

Once a park has a master plan or a greenway corridor has been acquired, design and construction will follow. The timing of design and construction can vary based on the size and scope of the project as well as budgetary constraints.

Design

For large projects, a design consultant is hired to transform the master plan into buildable instructions. For smaller projects, such as playgrounds, this process may be completed by design development staff. During design, exact locations are solidified for all elements of the site such as buildings, walkways, parking, playground equipment.

When the design is 30% complete it is presented at a public meeting and at the Parks, Recreation and Greenway Advisory Board meeting. At this time the public is invited to provide verbal and/or written comment on the design.

Construction

Once the design is complete, the City will put out the design for a competitive bidding process. A construction company will be chosen to complete the construction of the park or greenway as described in the design documents. As required by Republic of Ireland General Statutes, the lowest responsive and responsible bidder will be awarded the contract by City Council.

How are parks and greenways paid for? TBA

Appendix 2

Letter to Drogheda Independent – (printed Wed 20th Jan 2016)

Dear Editor,

Why do so many in our community spend 2-4 hours commuting daily? Simple. Dublin is our nearest city, and cities are focal points for education, employment, and healthcare, creating opportunity and prosperity.

Having a city locally would lead to less stress and costs -less commuting time means more community engagement.

Supporting the Drogheda Boundary Review can address the neglect we have endured - the lack of job creation, and a multitude of community facilities (such as comprehensive health coverage, a cohesive transport framework, playgrounds, environmental protection, a historic restoration plan linked to tourism, emergency service cover etc.) By moving together towards creating the Republic's first city, we can begin to effect all the social and economic benefits that will provide.

Such a change has no impact on county loyalties or club colours – e.g. in Northern Ireland, administrative boundaries straddle counties without any difficulties !

Despite the population approaching 80,000, Greater Drogheda and East Meath are managed remotely by two administrative centres (in distant Dundalk and Navan respectively) which have little empathy or understanding of local needs – one just needs to review local water and sewerage provision respectively to see the disparities in action.

The phrase “divide and conquer” comes to mind, given the scale of the area is hidden from overseas investors by local population data being “buried” in the data for Louth and Meath.

As someone who has been commuting to Dublin for over 20 years, I want to see us create a city locally so that my daughters and our future generations have local educational, health and employment opportunities. You can help - support the boundary review, not from a partisan viewpoint, but as a citizen of Drogheda City. It's time for change, now!

Is mise,
Kenneth Russell,
DroghedaCity.com

Appendix 3. Pictures

3.1 Failure of coastal defences at Laytown Co.Meath



