

Reversal of alteration 91

Ian Craig

Sent: 26 July 2021 23:30

To: LouthCDP

Identifying the stations gives additional planning protection to locations and makes it possible to raise funds through levies for these facilities”

“In Drogheda it is an integral part of the Planning for the Northern environs to include and protect space for a second railway station for the town.

“The provision of a Drogheda North railway station was considered desirable to service the expected population growth within the North Drogheda Environs area and to give access for this new population to the national commuter rail infrastructure.”

Similarly, the removal of the objective in relation to Dunleer Railway station is puzzling and is a major setback to the many people who have campaigned for its reopening.

“What's equally strange is that we now have an objective to have faster trains between Belfast and Dublin. Not, it should be noted, between Drogheda and Dublin or Drogheda and Belfast. Who exactly are the Council serving with this objective?

“In the new economic framework that we are looking at post Covid not every train needs to start or stop in Dublin.

“There is underutilised rail infrastructure in the county. The rail line could run a commuter service between Drogheda and Dundalk with intermediate stops in Dunleer during the quiet times. Drogheda could become a hub with rail links to Dublin and possibly Navan.