

14-05-2017

IRELAND 2040
NATIONAL PLANNING
FRAMEWORK

DEAR SIR/MADAM

PLEASE FIND ENCLOSED MY
VIEWS ON WHAT IRELAND SHOULD LOOK LIKE
IN 20+ YEARS TIME. MY FORMAL QUALIFICATIONS
ARE LIMITED, BUT I HAVE OBSERVED INTENTLY THE
PHYSICAL AND DEMOGRAPHIC CHANGES WHICH
HAVE TAKEN PLACE IN MY COUNTRY OVER THE
PAST 70 YEARS.

MOST OF WHAT HAS TAKEN PLACE WAS
DEVOID OF VISION OR FORWARD PLANNING.
MY CONSIDERED OPINIONS ARE OUTLINED IN
THE FOLLOWING PAGES. I THANK THE CURRENT
MINISTER FOR GIVING US THE OPPORTUNITY TO
COMMENT, AND DO NOT DOUBT HIS SINCERITY.

YOURS ETC
RAY BREEN

Ray Breen

IT IS ENTIRELY NATURAL THAT DUBLIN SHOULD DEVELOPE, BEING THE CAPITAL OF THE REPUBLIC BEING CLOSE TO OUR KITH AND KIN IN THE U.K. ALSO MAKES IT THE IDEAL LOCATION FOR THE MAIN AIRPORT ON THE ISLAND. THIS ALSO APPLIES TO DUBLIN PORT WHICH SHOULD YEARS AGO HAVE BEEN SERVED AND ACCESSED BY A DEDICATED MOTORWAY. ACCESS BY TUNNEL HAS ITS OBVIOUS LIMITATIONS. FOR THIS REASON THE PORTS OF DROGHEDA AND ARKLOW SHOULD NOW BE GIVEN PRIORITY FOR DEVELOPMENT ARKLOW ESPECIALLY IS EMINENTLY SUITABLE BECAUSE IT ALSO HAS THE PERFECT LOCATION FOR ANOTHER AIRPORT WHICH WAS EARMARKED SOME YEARS AGO BY PRIVATE ENTERPRISE - ARKLOW ROCK ALSO HAS THE ADVANTAGE OF HAVING DEEPER WATER THAN DROGHEDA.

THE APPALING SUBURBANISATION OF THE EAST COAST IS NOT JUST THE RESULT OF SLOPPY PLANNING. IT HAS BEEN CAUSED MOSTLY BY THE OBSTRUCTIONIST POLICIES OF SUCCESSIVE DUBLIN LOCAL AUTHORITIES IN NOT ALLOWING HIGH-RISE DEVELOPMENT IN OUR CAPITAL. THERE ARE NO COMPELLING REASONS WHY 25 - 35 STOREY BUILDINGS SHOULD NOT IN CERTAIN AREAS OF THE CITY - BE ENCOURAGED. THIS WOULD MAKE FOR OBVIOUSLY MORE EFFICIENT USE OF INFRASTRUCTURE AND PUBLIC TRANSPORT. THE DECISION SHOULD BE TAKEN OUT OF THE LOCAL AGENDA-DRIVEN POLITICIANS HANDS.

THE FAST-EXPANDING AND EXTREMELY POPULAR TOWNS OF DROGHEDA, GREYSTONES, WICKLOW AND BOREY SHOULD NOT BE LOOKED ON AS MERELY DORMER TOWNS BUT AS COMPLIMENTARY TO DUBLIN. TO TRY TO SUPPRESS THE GROWTH OF THESE TOWNS WOULD BE FOLLY, AND A KIN TO DICTATING TO PEOPLE WHERE THEY SHOULD OR SHOULD NOT LIVE. TO PREVENT THESE AND OTHER TOWNS THROUGHOUT IRELAND BECOMING SUBURBAN BLOTS ON THE LANDSCAPE, HIGHER RISE, HIGHER DENSITY DEVELOPMENT SHOULD BE ENCOURAGED CLOSE TO TOWN CENTRES. THE CITY/TOWN COMPLIMENTARY MODEL COULD ALSO BE APPLIED TO CORK, LIMERICK AND GALWAY. THE CITY OF WATERFORD, IN SPITE OF HAVING MANY FINE HEALTH AND EDUCATIONAL FACILITIES HAS ~~NOT~~^{NOT} GROWN AS FAST AS OTHER CITIES AND SHOULD NOT BE FORCED

THE FLIGHT FROM RURAL IRELAND IS EXTREMELY SAD BUT THERE ARE NO SIMPLE SOLUTIONS. THE PLAIN FACT IS THAT PEOPLE FOLLOW PEOPLE, ESPECIALLY THE YOUNG. IN TODAY'S TECHNOLOGICAL AGE, IT WILL BECOME INCREASINGLY IRRELEVANT WHETHER RURAL POST OFFICES AND POLICE STATIONS ARE ~~NOT~~ KEPT OPEN OR NOT. WHAT IS MORE IMPORTANT IS THAT THE QUALITY OF LIFE OF PEOPLE WHO CHOSE TO STAY IS OF AN ACCEPTABLE STANDARD.

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ONE-OFF HOUSES IN THE COUNTRY SIDE SHOULD NOT GET PLANNING APPROVAL, EXCEPT IN EXCEPTIONAL CIRCUMSTANCES. HOWEVER, 6-PLUS UNITS IN CLUSTERS MAY BE AN OPTION, PROVIDED THESE CLUSTERS ARE SENSITIVELY LANDSCAPED AND SHARE SEWERAGE AND WATER FACILITIES THEY COULD BECOME PLEASANT PLACES TO LIVE. PROXIMITY TO A MAIN ROAD SHOULD BE A PRECONDITION TO AVOID CONGESTION ON MINOR RURAL ROADS.

THE LOCATION OF HEALTH AND EDUCATIONAL FACILITIES SHOULD BE EXCLUSIVELY WHERE THEY ARE NEEDED. TOO OFTEN, DECISIONS ON THESE MATTERS CLOSELY COINCIDED WITH THE VAGARIES OF TRANSIENT POLITICAL CAREERS.

NO MORE WIND FARMS SHOULD BE GRANTED PLANNING PERMISSION IN THE COUNTRY SIDE. REPEAT, NONE. THEY ARE INEFFICIENT, UNSIGHTLY, AND AN IRRITANT IN PEOPLE'S LIVES. FAR BETTER THAT PROPERLY DESIGNED AND LANDSCAPED PHOTO-VOLTAIC ARRAYS BE ENCOURAGED IN CLUSTERS AROUND EXISTING 220 KV AND 110KV SUBSTATIONS. THIS WOULD ELIMINATE THE NEED FOR MORE UGLY TRANSMISSION LINES. THE CONNECTION BETWEEN PLEASANT ENVIRONMENT AND GOOD HEALTH SHOULD BY NOW HAVE BECOME OBVIOUS.

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AREAS OF OUTSTANDING NATURAL BEAUTY AND HERITAGE WHICH ARE CLOSE TO CITIES OR DENSELY POPULATED AREAS SHOULD BE DECLARED NATIONAL PARKS. TARA HILL IN NORTH COUNTY WEXFORD IS A PRIME EXAMPLE.

IN A MODERN IRELAND THE USE OF BI-LINGUALITY ON ROAD SIGNS AND PUBLIC NOTICES IS AN UN-NECESSARY WASTE OF PUBLIC MONEY. THE FACT IS THAT ENGLISH IS OUR SPOKEN LANGUAGE AND WILL BE FOR A LONG TIME TO COME. THIS WOULD ALSO NECESSITATE THE ABOLITION OF COMPULSORY IRISH IN SCHOOLS. IRISH IS A BEAUTIFUL LANGUAGE AND SHOULD BE OPTIONAL. IT HAS BEEN UTTERLY DEGENERATED BY THE IRISH STATE.

THE USE OF COUNTIES AS NATURAL UNITS IS ALSO OUT OF DATE. COUNTY BOUNDARIES ARE LITTLE MORE THAN TRIBAL DIVISIONS FROM THE MIDDLE AGES. THE TOWN OF BORBAY FOR INSTANCE HAS NOTHING IN COMMON WITH COUNTY WEXFORD. IT IS ECONOMICALLY, SOCIALLY AND LOGISTICALLY ALLIED TO WICKLOW AND DUBLIN. THE SAME APPLIES TO MANY MORE FAST-GROWING TOWNS.

THIS STATE HAS BEEN FORTUNATE TO INHERIT A RAIL NETWORK. WE HAVE TWIN LINES TO WATERFORD, CORK, GALWAY AND BELFAST FROM DUBLIN. IT IS GRATIFYING TO SEE THEM BEING UPGRADED.

PARE S.

UNFORTUNATELY, THE RAIL LINE TO ROSSLARE IS ONLY SINGLE TRACK SOUTH OF BRAY. THOUGH, SHOULD NOW BE GIVEN TO PROVIDING TWIN TRACK FROM BRAY TO WICKLOW. THIS WILL BE EXTREMELY EXPENSIVE, BUT THE NETTLE WILL HAVE TO BE GRABBED SOONER RATHER THAN LATER. THIS PROBLEM HAS BEEN COMPOUNDED BY THE CONGESTION WHICH EXISTS ON THE MAIN N11 ROAD. GRADE-SEPARATED JUNCTIONS WILL HAVE TO BE CONSTRUCTED ON THIS ROUTE IN SOUTH COUNTY DUBLIN.

THE SYSTEM BY WHICH LAND IS COMPULSORILY PURCHASED IN THIS STATE IS CUMBERSOME AND OUT OF DATE. ESSENTIAL PUBLIC PROJECTS ARE LONG-FINGERED OR PARALYZED. THE HONG KONG MODEL SHOULD BE SERIOUSLY CONSIDERED BY OUR LEGISLATORS AND PLANNERS.

THE LOCATION CHOSEN FOR OUR NEW NATIONAL CHILDREN'S HOSPITAL IS NOTHING SHORT OF ~~WASTED~~ IDIOTIC. TO PROCEED ON THIS SITE WILL SEE OUR PRESENT GENERATION GO DOWN IN HISTORY AS BUFFOONS. STOP IT NOW