

**Manager's Report on submissions received
in respect of the
Draft Dunboyne, Clonee and Pace
Local Area Plan
2009 - 2015**

**Presented to the Members of Meath County Council in
accordance with Section 20 of the
Planning and Development Acts 2000 – 2007**

May 2009

SECTION 1 INTRODUCTION

There are three sections to the report:

Section 1 provides an overview of the statutory process to date and sets out the legislative background and requirements for the preparation of the Manager's Report under the Planning and Development Acts, 2000-2007.

Section 2 contains a full list of submissions received, a summary of the main issues raised in the each submission, together with the Manager's Response and Recommendation, taking into account the proper planning and sustainable development of the County and any relevant policies or objectives of the Government or a Government Minister.

Section 3 contains a full list of persons/bodies informed under the statutory process.

This report is now formally submitted to the Council for consideration at the County Council meeting on the 25th May 2009.

Public Consultation Process

A Strategic Issues Paper was placed on public display from 6th November to 8th December 2008. A total of 51 written submissions and observations were received. Consultation with Stakeholders and prescribed bodies also took place. A public event was held in Dunboyne on 6th November 2008.

The Draft Local Area Plan was placed on display from the 16th March to 27th April 2009. The aim of the consultation process was to enable the public and interested parties to give their observations on the Draft Local Area Plan.

67 submissions were received as a result of the display of the draft LAP.

Next Steps

Following the distribution of this report, the elected members have a 6 week period from the 25th May to 6th July to consider the Manager's Report and decide whether to make the Local Area Plan with or without modifications or not make the plan. The draft shall be deemed to be made, amended or revoked in accordance with the Manager's Report, unless within a period of 6 weeks from receipt of that report, the members resolve to further make, amend or revoke the plan. Where the members resolve to make material amendments to the Draft Plan, the Planning Authority shall publish details of the amendments not later than 3 weeks from making that decision. Amendments are placed on public display for a period of 4 weeks. Not later than 8 weeks from publication of the amendments the Manager shall prepare a report on the submissions received and submit same to the elected members for their consideration.

The members then have a further 6 weeks to consider this report and after consideration resolve to make, amend or revoke the plan.

The formal making of the Local Area Plan is done by resolution of the Council. During the entire plan-making process, the elected members are restricted to considering the proper planning and sustainable development of the area. They must also take into account statutory obligations and any relevant Government policies and objectives in force.

SECTION 2 - SUBMISSIONS RECEIVED AS A RESULT OF THE

DISPLAY OF THE DRAFT LOCAL AREA PLAN

This section refers to the submissions which were received with regard to the Draft Local Area Plan. Each submission when received was allocated a number and it is using that numbering sequence that this report summarises each submission and sets out the manager's opinion on the matters raised. The submissions are available for inspection in the Planning Department, Abbey Mall, Abbey Road, Navan.

Submission Number	Name
1	Damien O'Reilly (low cost sites)
2	Damien O'Reilly (new graveyard)
3	Bernadine Carry, Pride of Place, Meath County Council
4	Erica O'Driscoll, National Roads Authority
5	Owen Cooke, Back Road Sewage Committee
6	Brian Wylie, Iarnrod Eireann
7	Tara Spain, National Roads Authority
8	Alan Prendergast (lands to the south west of Clonee Village)
9	Alan Prendergast (lands to the south Clonee Village)
10	MacCabe Durney Barnes, on behalf of Sean and Tina Boylan
11	MacCabe Durney Barnes, on behalf of RGDATA
12	MacCabe Durney Barnes on behalf of Renar Ltd
13	Stephen Little and Associates on behalf of Eugene Murray, Philip Earle and Frank Doolin
14	Barry Kelly
15	Eileen and Willie Hargadon
16	Christopher and Bernadette Monahan
17	Walter & Mary Kilcullen
18	John Doyle
19	David & Roslyn Garrett
20	Declan Brassil & Company on behalf of Michael Deegan and Tony Murray

21	Eamonn Walsh
22	Declan Brassil & Company on behalf of Keating Group
23	Billy Clarke on behalf of Warrenstown and District Residents Association

24	Billy Clarke
25	Joseph and Bernadette Kearney
26	Brian Meehan & Associates, on behalf of Michael J Brennan
27	Brian Meehan & Associates on behalf of Hilltown Partnership
28	Declan Brassil & Company on behalf of St Pauls GFC
29	Declan Brassil & Company on behalf of Meath VEC
30	Harry Lawlor on behalf of Mary and Stanley Boylan
31	Declan Brassil & Company on behalf of Matt Brady
32	Shirley Kearney, Department of Education

33	Stephen Little & Associates on behalf of St Finian's Diocesan Trust
34	Declan Brassil & Company on behalf of The Keating Family
35	Mark Rave Associates on behalf of Dunboyne Combined Residents Association
36	Declan Brassil & Company on behalf of Neil Lord, Pat Grogan and Ken Malone
37	Patrick O'Sullivan, Spatial Policy Section, D of Environment, Heritage and Local Government
38	Declan Brassil & Company on behalf of John and Julie Creagh and Louis Scully

39	Declan Brassil & Company on behalf of Patrick Kelly and Terence McGovern
40	RPS Group on behalf of John Connaughton Ltd
41	RPS Group on behalf of Kildangan Stud Unlimited
42	Peter O'Carroll
43	ILTP Consulting on behalf of Laurence and Marion Kelly
44	ILTP Consulting on behalf of An Foras Pátrúnachta na Scoileanna Lán-gaeilge Teo
45	ILTP Consulting on behalf of Frances Kelly and Mary Jackson
46	Declan Brassil & Company on behalf of Brian Reilly
47	Paul O'Dwyer, Millfarm Residents Association
48	ILTP Consulting on behalf of St Peter's National Church School
49	Murray O'Laoire Architects on behalf of McGarrell Reilly Group
50	Garrett Robinson, SIAC Construction Limited
51	Douglas Hyde & Associates on behalf of Menolly Developments
52	Douglas Hyde & Associates on behalf of Royal Gateway Holdings Limited
53	Jim Brogan on behalf of Pdraig Tierney
54	Laurence Ward (25 acres at Bracetown)
55	Laurence Ward (36 acres at Pace)
56	Robert Keogh on behalf of Mrs Drennan
57	Rose Byrne
58	Geraldine and Anthony McCrossan
59	John Henry, Dublin Transportation Office
60	Declan Brassil & Company on behalf of Hickwell Ltd and Hickcastle Ltd
61	Anthony Goldsbury

62	Janet O'Keefe (re: high rise buildings)
63	Janet O'Keefe (re: reducing speed limit)
64	Janet O'Keefe (re: flooding)
65	John Spain Associates on behalf of Mark Elliott
66	John Spain Associates on behalf of Bennett Developments Limited and Kilsaran Group
67	Betty Galway-Greer
68	Olivia Walsh, Health and Safety Authority

Submission Number 1 Damien O'Reilly, Bungalow 2, Woodview, Dunboyne

Summary

This submission seeks to have provision made within the Local Area Plan for "low cost sites" for residential purposes as a means of maintaining local community spirit in Dunboyne.

Manager's Response

The purpose and function of Local Area Plans are set out under planning legislation. The County Council has no statutory power to specify that residential development on particular lands must be developed at a certain price or reflect a certain ultimate tenure.

Manager's Recommendation

No change

Submission Number 2 Damien O'Reilly, Bungalow 2, Woodview, Dunboyne

Summary

This submission seeks to have provision made in the Local Area Plan for a new graveyard.

Manager's Response

Section 4.5.7 of the Draft Local Area Plan states:

"The existing burial grounds at Dunboyne, Loughsallagh and Rooske are at capacity and there is a need to provide for additional facilities. Lands to accommodate additional burial ground space will be reserved at Rooske as indicated on Map 2." Policy BGR POL 1 is designed to provide for needs of the Corridor with regard to burial facilities and it is an objective of the Local Area plan, BGR OBJ 1, to provide for additional burial space as required at Rooske Road, indicated on Map 2.

Manager's Recommendation

No change.

**Submission Number 3 Bernadine Carry, Pride of Place, Meath County Council,
Killegland, Ashbourne**

Summary

This submission request the provision of at least two bring bank facilities per each town/village

Manager's Response

The importance of providing bring bank and civic amenity sites at accessible locations is noted in the draft LAP. There is a lack of such facilities in the Local Area Plan area. The Meath County Council Litter Management Plan 2006 – 2009, Chapter 4 sets a target of 1 bring bank facility per 1,000 households. The Lap requires that at least one bring bank facility should be located in Clonee and four in Dunboyne. Sites to accommodate bring bank and civic amenity facilities are illustrated at Maps 1, 2 and 3.

Manager's Recommendation

No Change

Submission Number 4 Erica O'Driscoll, National Roads Authority.

Summary

The Authority indicates that it has no comments in relation to the Draft Local Area Plan.

Manager's Response

Contents are noted. Regard should be had to a further more comprehensive submission made by the Authority (Submission No. 7).

Manager's Recommendation

No response is required.

Submission Number 5 **Owen Cooke, Carraigrua, Back Road, Dunboyne,
on behalf of Back Road Sewage Committee**

Summary

The submission represents 24 households seeking connection to the main sewage line. The houses are less than a mile from the Dunboyne Industrial Estate and Thornton Waste Operation where a main sewage line is located. Houses on Kennedy Road use septic tanks which overflow to nearby ditches causing pollution. The properties identified are on higher ground and so would not require pumping.

Manager's Response

A number of the properties identified in the submission are not within the identified Local Area Plan area.

This party has made representations to the County Council on this matter and the matter has been referred to the Infrastructure Section for assessment and costing. Irrespective of the outcome of this exercise, it would be unnecessary to amend the policy set out in the Draft Local Area Plan (WWT POL 1) relating to the provision of satisfactory drainage systems in order to facilitate the submission. In terms of the contents of the Draft Plan, no further change is required.

Manager's Recommendation

No Change

Submission Number 6 **Brian Wylie, Iarnrod Eireann, Connolly Station, Dublin1**

Summary

This submission sets out in some detail the strategic objectives and development programme Iarnrod Eireann has been pursuing over the past number of years and the investment that has taken place under Transport 21. This investment includes Phase 1 of the Clonsilla to Navan railway line from Clonsilla to Pace. The submission advises that alignment selection works have been carried out in advance of construction and anticipates that services are scheduled to commence in 2010.

Manager's Response

The County Council policies in respect of rail services are set out in Section 5 of the Draft Plan. These policies inter alia:

- Facilitate and protect the operation of the railway in conjunction with Iarnród Éireann/CIE.
- Protect the Pace–Navan extension of the railway corridor from inappropriate development.
- Protect Park & Rides for non-local, interregional commuter traffic particularly in reference to the Framework Plan adjacent the Pace Interchange.
- Facilitate the development of Park & Ride facilities at Dunboyne and Pace railway stations.

The policies in the Draft Plan correspond with the objectives of Iarnród Éireann for the provision of rail services in the Local Area Plan area.

Manager's Recommendation

No change required.

Submission Number 7

Tara Spain, National Roads Authority

Summary

The Authority is of the view that the nature and extent of the development proposed in the Draft Local Area Plan, particularly in the vicinity of the Pace interchange may result in significant impacts on the efficiency, safety and carrying capacity of the M/N3 and associated junctions in the area and may conflict with official policy which seeks to protect public investment in the national road network. However the NRA considers that the final adjudication on this matter awaits further studies, referred to below.

The Authority requests that the Draft Local Area Plan be reviewed so as to ensure the non-erosion of the significant investment in national infrastructure which is being made to service the country's major inter-urban and inter-regional transport requirements and which has a key role to play in catering for strategic traffic movements within the county.

The Authority suggests that the review should actively promote an integrated approach to land use and transportation in accordance with government policy. It further points out the importance which it attaches to the completion of, the above mentioned, strategic documents i.e. the Thematic Spatial Strategy, the IFPLUT for the corridor and the examination of land uses at existing and proposed Motorway Junctions pursuant to objective ED OBJ 1 of the County Development Plan.

Manager's Response

The Manager welcomes the submission from the Authority. Meath County Council fully endorses the policies of the National Roads Authority, particularly those which seek to protect the capacity of national road infrastructure from undue local demand. The opening of the Clonsilla to Pace railway line will assist the County Council in delivering public transport orientated land use policy. The underlying land use strategy of the Draft Local Area Plan emphasises more environmentally friendly transport modes with development targeted at locations that maximise access to adjoining development areas. In so doing the proposed zoning strategy is based on the principle of creating a compact urban form, the sustainable management of urban lands and the most effective and efficient use of infrastructural services. The policies that derive from these strategies actively promote an integrated approach to land use and transportation in accordance with government policy.

The Draft LAP recognises that very high levels of growth may not be achieved during its lifetime. It provides the basis on which growth should occur to serve the future population target of 15,000 during the life of the plan. The Thematic Spatial Strategy for Enterprise and Employment, the Motorway Interchange study and the IFPLUT are currently being prepared by the County Council and associated bodies and these will inform the development of integrated land use and transportation policies beyond the lifetime of this Local Area Plan. However, it is appropriate that this Local Area Plan sets out the indicative medium term land use strategy for the Corridor as it is at present, including setting the County Council's policy position in regard to the future Level 2 Centre at Pace. The Local Area Plan clearly states that consideration of the development of this area will be beyond the timeframe of this Local Area Plan, over a 15 – 20 year timeframe as set out in the GDA Retail Strategy and in accordance with the draft IFPLUT, Meath County Development Plan 2007 – 2013, the 2013 – 2019 Meath County Development Plan and the Regional Planning Guidelines Review. This Framework Plan will also apply to assessment of linkages to and within the area. The Framework Plan will also assess this location for the inclusion of high end office development and some high density and other appropriate residential development in the interest of the sustainable and long term development of the Corridor to reflect the need for flexibility of future land uses at this location. This approach is consistent with the County Council's Précis of Evidence to the Oral Hearing into the Dunboyne M2 Commuter Rail Order in 2007.

Manager's Recommendation

Insert new Objective RET OBJ 1 as follows:

' A unitary framework plan for the designated level 2 centre at Pace will proceed in a timely fashion and will address land use, transportation, connectivity, urban design, recreation, implementation issues. Delivery of the centre shall be time lined and co-ordinated in tandem with infrastructural provision across the Corridor Area. In order to achieve the future target of 15,000 population within the life time of this LAP, it shall be a grounding objective of this plan to encourage development in a sustainable, co-ordinated and efficient manner where such development is facilitated and accompanied by the required infrastructure and services.'

Amend RET POL 5 as follows (amended text in italics):

Framework Plan for the emerging preferred location for future Level 2 Centre:

To facilitate development in accordance with an approved Framework Plan whose objectives will be the phased provision of the following:

- retail floorspace and associated facilities to include some high density *and other appropriate* residential development commensurate with population growth in the Local Area Plan period having regard to the commitment in the Regional Planning Strategy for Dunboyne to grow from a Level 3 to a Level 2 Centre gradually over a 15 – 20 year timeframe;
- high end office based employment uses at levels commensurate with its location and proximate to a *multi modal* public transport interchange;
- provision of a pedestrian and cycle route over the M3 to lands to the east subject to the agreement of the National Roads Authority.

The Framework Plan and final selection of the preferred location for future Level 2 Centre will also be subject to the ongoing IFPLUT, the 2007 – 2013 County Development Plan (as may be varied), the 2013 – 2019 County Development Plan, the Regional Planning Guidelines Review and the 2008 – 2016 GDA Retail Strategy.

(corresponding amendment in Section 9.3.7 for consistency)

**Submission Number 8 Alan Prendergast, Summerseat House, Clonee
(lands to the south west of Clonee Village)**

Summary

This submission seeks the rezoning a 2.27 hectare (5.6 acre) agricultural field to objective G1 – “to provide for and improve necessary community, recreational and educational facilities” in order to provide for a school for Clonee in line with section 4.4 of the Draft Plan.

Manager’s Response

Land has been allocated in the Draft Plan for the provision of a 12 classroom school to the west of Clonee. Unlike the lands identified in this submission the location of these lands is deemed to be accessible to a wide catchment area by a variety of transport modes using existing infrastructure.

Manager’s Recommendation

No change

**Submission Number 9 Alan Prendergast, Summerseat House, Clonee
(lands to the south of Clonee Village)**

Summary

This submission seeks the rezoning a 13 hectares (5.6 acres) of agricultural land around Summerseat House for residential purposes.

Manager's Response

The overriding policy objective for Clonee is the continued consolidation of the village centre. This requires the maintenance of the compact nature of the village. This is closely linked to the role of Clonee spatially in the wider Metropolitan Area and development in Fingal County and Dunboyne. Section 7.2.1 of the County Development Plan states that while Clonee is likely to become a local services centre for settlements in the Fingal area, the absorption of the Village into larger development of the Meath environs of Fingal is not considered to be sustainable. To reflect this, a Strategic Green Belt has been in operation between Clonee and Dunboyne and the surrounding areas. The direction of this policy is retained in this Draft Local Area Plan: *'To consolidate and support the development of Clonee within the existing development boundary and the identified Green Belt.'*

The lands in question are largely not contiguous to the existing development of Clonee Village and do not have immediate access to strategic transport infrastructure and are likely to remain so over the short term. There would also be difficulties in integrating the lands with existing Village centre facilities.

It should be noted that these lands are in part contiguous with the lands identified in submission No. 8.

Manager's Recommendation

No change

Submission Number 10

MacCabe Durney Barnes, on behalf of Sean and Tina Boylan, Castle farm, Edenmore, Dunboyne

Summary

This submission seeks the rezoning of a small section of land to the south of the R156 to the east of the railway Line in Dunboyne from open space to residential. The lands are within the ownership of the applicant but outside of the area zoned for residential purposes. The rationale for the rezoning is that it would be consistent with an existing field boundary.

Manager's Response

The lands in question are fairly modest in extent and contiguous with lands that are recommended to be zoned for residential purposes in accordance with approved Framework Plans and subject to the provision of the necessary infrastructure. The lands are not located within the Tolka River flood plain and their capacity (for residential units) would not fundamentally alter the strategic population targets set out in the Draft Plan. Spatially, it would be a logical and orderly extension of the adjacent residential zone.

Accordingly, there is no objection to an amendment to the Draft Local Area Plan reflecting the requested rezoning

Manager's Recommendation

Amend LAP to rezone these lands to Objective A4 – "To provide for new mixed use development to include residential, retail and community facilities, neighbourhood facilities and employment uses utilising higher densities in accordance with approved Framework Plans and subject to the provision of the necessary infrastructure."

**Submission Number 11 MacCabe Durney Barnes, on behalf of RGDATA,
Rock House, Main Street, Blackrock, Co. Dublin**

Summary

RGDATA is of the view that:

- The County Council is not legally in a position to prepare the Local Area Plan as the public notices announcing its preparation were not issued within two years of the adoption of the County Development Plan as required by legislation
- The provisions of the Local Area Plan are inconsistent with the provisions of the County Development Plan in that the proposed future town centre at Pace is inconsistent in terms of its location and the scale of development to be facilitated
- No proper assessment of the floor space requirements for the County have been undertaken and the assumptions of the Retail Strategy for the GDA is fundamentally flawed
- The proposed future town centre at Pace falls within the definition of a regional out-of-town shopping centre from which there is a general presumption against in the Retail Planning Guidelines.
- The proposed Level 2 centre (for Dunboyne) does not fit within the retail hierarchy in the County Development Plan.
- The location of the proposed future town centre at Pace is contrary to the Retail Planning Guidelines and NRA policy.
- A sequential test to identify sites closer to the town centre has not been carried out

- The proposed future town centre at Pace would undermine the vitality and viability of Navan, Ashbourne and Dunboyne contrary to the Retail Planning Guidelines and the County Development Plan.
- The development of Dunboyne as a Level 2 centre within the lifetime of the Local Area Plan is premature pending further development of Dunboyne, Dunshaughlin and Ashbourne.
- The LAP does not indicate a proper phasing (for development).

Manager's Response

The Planning Authority is satisfied that it has fully complied with its statutory obligations in relation to the preparation of this Local Area Plan.

The provisions of the Draft Local Area Plan are consistent with the provisions of the County Development Plan. Objective SS OBJ 1 of the Plan is to prepare Local Area Plans for the urban centres identified in the Plan including a single plan for the Dunboyne/Clonee/Pace Corridor. This decision was based on the geographical proximity of the settlements to each other and to ensure that a wider spatial perspective would be applied rather than an examination of each settlement in isolation. The location for the future Level 2 Centre at Pace has been considered within this context.

Whereas the Pace Centre is required to perform a regional comparison retail role, the Planning Authority does not accept the assertion that proposed centre at Pace falls within the definition of a regional out-of-town shopping centre. Policy RET POL 5 of the Draft Plan clearly states that the future centre will provide for the phased provision of: retail floorspace and associated facilities including some high density residential development, high end office based employment uses at levels commensurate with its location and proximate to a public transport interchange. Regional shopping centres are defined as "*out-of-town retail malls generally of 50,000 square metres gross retail floorspace or more, typically enclosing a wide range of clothing and other comparison goods with extensive dedicated car parking. Regional shopping centres do not normally incorporate retail warehouses*". This is quite different from the mixed use employment and residential area that is envisaged for Pace.

Dunboyne is a Level 3 Centre Sub County Town Centre within the Metropolitan Area in the 2007 – 2013 County Development Plan and as a Level 3 Sub County Town Centre within the Metropolitan Area in the GDA Retail Strategy. The GDA Retail Strategy (Table 6.1) specifies that Dunboyne will develop over the next 15 - 20 years to a Level 2 centre. The provision of new floorspace of a scale necessary to meet the needs of a growing population in the most appropriate locations, maintaining the town's position as a Level 3 centre, and facilitating the future development of Dunboyne as a Level 2 Centre have fundamentally informed the approach taken in this Local Area Plan to the provision of additional retail floor space in the Corridor. It should be noted that the Draft Local Area Plan does not attach a land use zoning to the lands at Pace referred to in this submission, but rather a specific objective to development a major town centre subject to a number of essential pre-requisites i.e. an approved framework plan, a detailed retail capacity assessment, the conclusions of the IFPLUT currently being finalised, the current County Development Plan (as may be varied) and its successor County Development Plan, the review of the Regional Planning Guidelines for the Greater Dublin Area and the Retail Strategy for the Greater Dublin Area 2008 – 2016.

The location and scale of retail development proposed within the Local Area Plan area was based on an assessment of the capacity of the existing land bank in Dunboyne and the wider Corridor to accommodate the anticipated retail provision. The lands currently available in the centre of Dunboyne are inadequate in terms of scale or location to allow for the growth from Level 3 to Level 2 status. The structure of Dunboyne is not conducive to significant expansion of the retail core. Lands to the north and south of Dunboyne comprise significant residential development. The western and eastern sides of Dunboyne are committed in the form of residential lands or green belt and flood plain. Lands to the north of Dunboyne at Pace were therefore identified as the most viable location for the required provision of comparison retailing in the Corridor over the medium and long term being available, readily accessible via high capacity rail and road links and are furthest from Blanchardstown compared to Dunboyne or Clonee.

The recommendation in the Retail Strategy for the GDA that Dunboyne will develop over the next 15 - 20 years to a Level 2 centre is evidently based on the conclusion that such growth will not impact negatively on the existing regional and sub-regional centres.

The development of the Level 2 centre is envisaged to take place over the lifetime of a number of Local Area Plans. In particular, the Plan clearly states that progressive growth to this level will occur over a 15 – 20 year timeframe beyond the lifetime of this Local Area Plan.

Manager's Recommendation

Insert new Objective RET OBJ 1 as follows:

' A unitary framework plan for the designated level 2 centre at Pace will proceed in a timely fashion and will address land use, transportation, connectivity, urban design, recreation, implementation issues. Delivery of the centre shall be time lined and co-ordinated in tandem with infrastructural provision across the Corridor Area. In order to achieve the future target of 15,000 population within the life time of this LAP, it shall be a grounding objective of this plan to encourage development in a sustainable, co-ordinated and efficient manner where such development is facilitated and accompanied by the required infrastructure and services.'

Amend RET POL 5 as follows (amended text in italics):

Framework Plan for the emerging preferred location for future Level 2 Centre:

To facilitate development in accordance with an approved Framework Plan whose objectives will be the phased provision of the following:

- retail floorspace and associated facilities to include some high density *and other appropriate* residential development commensurate with population growth in the Local Area Plan period having regard to the commitment in the Regional Planning Strategy for Dunboyne to grow from a Level 3 to a Level 2 Centre gradually over a 15 – 20 year timeframe;
- high end office based employment uses at levels commensurate with its location and proximate to a *multi modal* public transport interchange;
- provision of a pedestrian and cycle route over the M3 to lands to the east subject to the agreement of the National Roads Authority.

The Framework Plan and final selection of the preferred location for future Level 2 Centre will also be subject to the ongoing IFPLUT, the 2007 – 2013 County Development Plan (as may be varied), the 2013 – 2019 County Development Plan, the Regional Planning Guidelines Review and the 2008 – 2016 GDA Retail Strategy.
(corresponding amendment in Section 9.3.7 for consistency)

Submission Number 12 MacCabe Durney Barnes, on behalf of RENAR LTD

Summary

This submission seeks the attachment of a specific objective to a small section of currently unzoned land to the north west of the junction of the N3 and the R156 to the east of Dunboyne to provide for science, technology, medical and veterinary facilities in landmark buildings of international architectural quality which would function as a gateway to Dunboyne from the east. The submission considers that lands for specialist facilities are under provided for in Dunboyne.

Manager's Response

The presence of the floodplain effectively isolates the subject lands from Dunboyne and Clonee. It is not accepted that the proposed zoned lands in the draft LAP would not be capable of accommodating the uses suggested for the subject lands. Science and technology are open for consideration under objectives B1, B2, C2, E1 and E3 and are normally acceptable under objective E2 ; medical facilities in a variety of forms are open for consideration under objectives A1, A2, A3, A4 and G1 and are normally acceptable under objectives B1, B2, B3 and C1.

It is acknowledged that veterinary facilities are not identified as a land use category which should be included as a recommended amendment.

The Draft LAP does acknowledge the importance of assisting niche market services to the locality. In this regard Specific objective EMP OBJ 5 states as follows: *'To support and encourage the continued operation of the Sean Boylan Herbal Medicine Clinic in Dunboyne.'*

In view of the above it is recommended that a specific objective to provide a single landmark building of significant design merit at a specific location to replace existing Herbal Medicine facilities be attached to the draft LAP.

Manager's Recommendation

1. **Insertion of Veterinary Surgery as a specific land use category in Table 9.2: Zoning Matrix.**

Use/Zone	A1	A2	A3	A4	B1	B2	B3	B4	C1	E1	E2	E3	F1	G1	H1	GB
Veterinary Surgery	O*	O*	X	O*	A	A	O	X	O	X	X	X	X	X	X	O

- Amend the Draft LAP section 4.3.2 to include objective EMP OBJ 6 as follows: *'To provide a single landmark building of significant architectural merit at a specific location to replace the existing Herbal Medicine facilities in Dunboyne. This building shall be accommodated on lands at the location identified on the land use zoning map outside the designated Flood Plain lands.'*
- Denote EMP OBJ 6 on land use map No 2.

Submission Number 13 **Stephen Little and Associates on behalf of Eugene Murray, Philip Earle and Frank Doolin**

Summary

- Lands comprise 4.8 hectares in agricultural use surrounded by agricultural lands.
- The site is c.1.2 kilometres from the town centre east of Rooske Road.
- The lands are located just over 1 kilometre from the proposed train station which would benefit from an enlarged catchment population.
- Draft Local Area Plan proposes to rezone c. 0.56 hectares of the land holding to objective 'A4' - "To provide for new mixed use development to include residential, retail and community facilities, neighbourhood facilities and employment uses utilising higher densities in accordance with approved Framework Plans and subject to the provision of the necessary infrastructure".
- Submission requests that the balance of the subject lands (4.24 hectares) be rezoned as objective 'A4' as the lands are a logical extension of the built up area and can deliver a well designed residential development.
- Suggests an alternative scenario wherein the lands zoned for residential purposes in the vicinity are reorganised involving the 'dezoning' of lands to the east of the subject lands that are outside the ownership of the applicant and that the proposed residential zoning be confined solely to the subject lands

Manager's Response

A submission requesting that the subject lands be rezoned objective 'A2' – 'to provide for new residential communities and community facilities and protect the amenities of existing residential areas' was received as part of the pre-draft consultation process for the Local Area Plan. In the Manager's Report on the submissions made at pre draft it was stated that the lands are in agricultural use, do not adjoin the existing built form of Dunboyne, do not have immediate access to strategic transport infrastructure and are also a considerable distance away from the proposed railway station at Dunboyne and any services and facilities. This view is strongly refuted in the submission on the basis that the subject lands are located equidistant to the Dunboyne Railway Station as other proposed zoned A4 lands, north of Dunboyne. Indeed the subject lands are located within the area defined by the Council as being subject to the S.49 Supplementary Development Contribution Scheme. Accordingly it is inconsistent that the subject lands are subject to the contribution, yet they are deemed to be sufficiently distant to avail of the services the new railway line that will be part funded by the contribution.

While the issue of the location of the lands within the contribution scheme area is relevant – it does not necessarily follow that any land within area of the contribution scheme is appropriate for development on that basis alone. There are other factors to be considered such compliance with the overall settlement principles set out in the Draft Local Area Plan – the inclusion of the objective to provide a new distributor road to the north of the subject lands will in effect make the lands as accessible to the railway station as other proposed zoned A4 lands to the north of Dunboyne. In this regard therefore, the planning case for the rezoning of the lands has been demonstrated.

The 4.24 hectares of land in question are fairly modest in extent and contiguous with lands that are recommended to be zoned for residential purposes in accordance with approved Framework Plans and subject to the provision of the necessary infrastructure. The capacity of the lands (for residential units) would not fundamentally alter the strategic population targets set out in the Draft Plan. Spatially, it would be a logical and orderly extension of the adjacent residential zone.

Accordingly, there is no objection to an amendment to the Draft Local Area Plan reflecting the requested rezoning.

Manager's Recommendation

Amend the draft LAP to rezone the 4.24 ha to Objective A4 – "To provide for new mixed use development to include residential, retail and community facilities, neighbourhood facilities and employment uses utilising higher densities in accordance with approved Framework Plans and subject to the provision of the necessary infrastructure."

Submission Numbers

- 14 Barry Kelly, 15 Willow Park, Millfarm, Dunboyne**
- 15 Eileen and Willie Hargadon, 14 Willow Park, Millfarm, Dunboyne**
- 17 Walter & Mary Kilcullen, 1 Willow Park, Millfarm, Dunboyne**
- 18 John Doyle, 7 Willow Park, Millfarm, Dunboyne**

- 19 David & Roslyn Garrett, 3 Willow Park, Millfarm, Dunboyne**
- 25 Joseph and Bernadette Kearney, 2 Willow Park, Millfarm, Dunboyne**
- 57 Rose Byrne, 8 Willow Park, Millfarm, Dunboyne**
- 58 Geraldine and Anthony McCrossan, Willow Park, Millfarm, Dunboyne**

Summary

These eight submissions seek the omission of one of the five proposed pedestrian connections over the railway line between lands to the east of the railway line as set out in policy MOV POL 35 of the Draft Local Area Plan. The submissions are concerned with the proposed link to the Willow Park area. It is submitted that the link is unnecessary given other proposed links; will destroy a currently safe environment in Willow Park; and will destroy the existing public open space in Willow Park that has been maintained by the residents.

Manager's Response

An essential element of a well integrated movement strategy is to provide for the safe and efficient movement of pedestrians and cyclists. Well planned environments should encourage and enable walking and cycling as the primary mode of transport for shorter journeys (<1 kilometre) by integrating land uses via appropriate linkages. Movement by pedestrians and cyclists should be easy, direct, attractive and safe and follow perceived desire-lines as much as possible. Within the context of the policies and objectives contained in Section 4.4 of the County Development Plan, it is the policy of the Local Area Plan that the proposed links be provided.

The Local Area Plan recognises however, the difficulty in retro-fitting pedestrian and particularly cycling facilities safely and efficiently to established urban environments. The links proposed in the policy are objectives and will be subject to detailed design, which will be able to address the concerns as to their impact on the existing environment. To omit the identified proposed link would be contrary to the central objective of the movement strategy in the Local Area Plan, and will remove the a direct link for pedestrians and cyclists from the proposed new residential area to the east of the railway line to the schools and other services in the town centre and for residents to the west of the railway line to the railway station.

Manager's Recommendation

No Change

**Submission Number 16 Christopher and Bernadette Monahan,
Bracetown Lodge, Bracetown, Dunboyne**

Summary

This submission expresses a number of concerns in relation to the Draft Local Area Plan. Their property is located directly opposite the entrance to the Dunboyne Business Park fronting onto Dunshaughlin Road at the north western end of the IAAP lands.

They are concerned that their home will be adversely affected by the noise and pollution caused by traffic particularly trucks on the new distributor road which will pass directly in front of our house.

The indicated 'high density housing area', which would virtually surround their property, would render their house totally out of character with the new dwellings and significantly decrease its monetary value.

Their greatest concern is the potential destruction of the remaining rural character of the Dunboyne area, much of which has already been lost. Surrounding Dunboyne with three-storey apartment blocks, with the frequent, attendant social problems will mean the final death knell for the sense of rural/village community.

Manager's Response

The impacts of the proposed distributor road will be fully considered at the detailed design stage, where one of the factors considered will be the impact on existing residential properties. Accordingly, it is not possible to respond directly to the concern expressed in the submission.

The Planning Authority's vision for the lands zoned objective A4 referred to in the submission states that higher densities may be permitted on these lands at up to 50 residential units per hectare. Higher plot ratios will also be considered but will be design led rather than numerically prescribed. Development of the area will require the preparation of Framework Plan that will address issues such as the relationship of new development with existing residential properties, architecture, urban design, building height and massing. It would not be true to state that high density housing equates to blocks of apartments three or more storeys in height. This typology may form part of the overall mix of residential properties on the lands zoned objective A4; however they would be in appropriate locations that have regard to the overall layout of the lands.

Manager's Recommendation

Note comments. No change.

Submission Number 20 Declan Brassil & Company on behalf of Michael Deegan & Tony Murray, c/o Ardfield House, Lucan, Co. Dublin

Summary

This submission seeks the rezoning of two parcels of currently unzoned land to the north of Dunboyne to objective 'A2' – "to provide for new residential communities and community facilities and to protect existing residential areas". The first site is accessed from the Dunshaughlin Road; and the second, larger site, which is bisected by the railway line has no road frontage. The lands are in the same ownership as those in Cell 1 of the IAAP lands that are located to the south of each land parcel. The rezoned lands would effectively be an extension to the IAAP lands in a northerly direction.

The submission sets out the manner in which each land parcel would be served by road infrastructure and be linked to the surrounding area, including, as an alternative, realigning the internal distributor road within the IAAP lands to serve the development and provide for further infill opportunities on lands to the west.

Manager's Response

It is considered that there may be a requirement in the medium term for some form of extension or amendment to the IAAP to include additional lands. However, within the context of the life of the Draft Local Area Plan (up to 2015), the population growth target for that period, and the available zoned and proposed zoned lands around the existing settlements and the railway stations. It is considered that it is not necessary to identify and zone additional lands for residential development in this Local Area Plan that may be required to accommodate population growth in the medium to long term.

Manager's Recommendation

No change

Submission Number 21

Eamonn Walsh, Court Hill, Dunboyne

Summary

This submission proposes that additional land between the proposed new distributor road and the Dunboyne by-pass be zoned objective 'E1' – "to provide for industrial and related uses subject to the provision of necessary infrastructure" on the basis that the Draft Plan does not show any additional provision of industrial land, which is required and that the proposed distributor road opens up the lands in question to development.

Clarification is sought as to the accuracy of the Flood Mapping indicated in the Draft Plan, and the purpose of a thin strip of land zoned objective 'G1' adjacent to Court Hill.

Manager's Response

The extent of lands proposed to be zoned for industrial and related uses in the Draft Plan are considered to be sufficient to accommodate the future employment requirements of the Corridor as set out in section 4.3 of the Draft Local Area Plan

The Flood mapping information contained in the Draft Plan is derived from the "River Tolka Flooding Study" of November 2003 as part of the Greater Dublin Strategic Drainage Study. The Tolka River Floodplain indicated is the 100-year flood extent after flood protection measures set out in the Report have been implemented. The extent of mapping indicated in the Draft Plan is as per the Flooding Study Report.

The thin strip of land zoned objective 'G1' adjacent to Court Hill is not intended to indicate the zoning of land but rather the extent of the available flood mapping.

Manager's Recommendation

No change in respect of zoning additional lands for industrial and related uses.

Amend the notation used to indicate the extent of available flood mapping on Maps 1 and 2 to avoid any confusion with lands proposed to be zoned objective 'G1'

Submission Number 22

**Declan Brassil & Company on behalf of
Keating Group, Clonee**

Summary

It is acknowledged that erroneously the submission made in respect of the subject lands at the pre-draft stage of the preparation of the Draft Plan was incorrectly identified as a duplicate of a submission received on other lands within the Local Area Plan boundary. Accordingly, the planning issues associated the submission were not considered at that time.

This submission seeks the phased zoning of a considerable land area to the north east of the Royal Gateway site beyond the boundary of the Local Area Plan as objective 'E1' zoning objective – *'to provide for industrial and related uses, subject o the provision of necessary infrastructure'*. The consequence of the proposal would be the extension of the Local Area Plan boundary to incorporate the subject lands.

Manager's Response

As noted above, the subject lands are outside the Local Area Plan boundary and as such the submission should not be considered as being a submission in relation to the Draft Plan. Whilst alterations to the boundary of a Draft Local Area Plan area may be considered as a proposed amendment, the fact remains that the extent of lands proposed to be zoned for industrial and related uses in the Draft Plan are considered to be sufficient to accommodate the future employment requirements of the Corridor as set out in section 4.3 of the Draft Local Area Plan.

Manager's Recommendation

No Change

Submission Number 23

**Billy Clarke on behalf of Warrenstown and District
Residents Association**

Summary

- The proposed Level 2 centre at Pace should not have any vehicular access from the Kennedy Road;
- The proposed Park and Ride facility at Pace should not directly adjoin the Kennedy Road;
- Any high density residential developments in the Pace area should not be high-rise buildings – all buildings in this area should be no more than two stories in height;
- Any proposed development must incorporate proper drainage plans that do not increase the risk of flooding in this area;
- Access to the Dunboyne Industrial Estate should be via the Dunboyne Western Distributor Road in order to reduce the likelihood of heavy traffic and heavy goods vehicles on the roads in our area. This needs to be in place by the time the station at Pace is opened;
- Any ban on heavy goods using Dunboyne centre should not be imposed unless there is adequate access to the Industrial Estate without bringing such traffic through the roads in our area;
- Any developments in the area should restrict construction traffic from using our roads – such traffic should be confined to the Western Distributor Road; and
- Proper provision should be made for pedestrians and cyclists on our roads in order for residents to access Dunboyne centre and bus and rail transport rather than relying on private cars. In this regard it was noted that there does not appear to be any provision for

pedestrians and cyclists on the Western Distributor Road. It should also be noted that the roads in our area are currently used by walkers despite the obvious traffic hazards.

Manager's Response

The access to the proposed Level 2 centre will be determined as part of the Framework Plan required as a pre-requisite for its development. The concern is noted and the manner in which vehicular access will be provided will have regard to both engineering and amenity considerations.

The approved access to the Park and Ride facility under the Railway Order is from the Distributor Road. There is no access from Kennedy Road.

The Framework Plan for the level 2 centre will address design issues.

It is a requirement that planning applications for development must include comprehensive proposals for drainage that are assessed by the relevant departments of the County Council.

Policy MOV POL 13 of the Draft Local Area Plan includes commitments to implement traffic management measures in all settlements within the Corridor to ameliorate congestion, traffic noise and emissions particularly in relation to HGV's and to explore closing the entrance and exit to Dunboyne Business Park from the Dunshaughlin Road (R583) on delivery of the link road from Dunboyne Business Park to the Summerhill Road.

Controls on construction traffic are determined at planning application stage, where issues of the routing and timing of such traffic can be agreed as part of a construction management plan and controlled by conditions attached to permission.

The Western Distributor Road is designed to accommodate through traffic and is not an urban road or street. It would therefore be inappropriate and indeed unsafe to provide for footpaths and cycleways on this road.

Manager's Recommendation

No change

Submission Number 24

Billy Clarke, Paceland, Dunboyne

Summary

- The existing natural features such as hawthorn hedges and beech trees need to be preserved;
- Prefer to see that only lower density residential development in Paceland and this when the necessary infrastructure is in place;
- The area is not suitable for any development other than residential;
- The area adjoins the Tolka flood plain which poses a significant flood risk;
- Any proposals for pedestrian access to the Pace rail station should not be permitted as it will result in the use of roads for parking by those who wish to avoid paying for the Park and Ride facility;
- There should be no excessive developments which could result in significant traffic volumes coming onto the road;
- Kennedy Road should be preserved and improved by limiting access to the proposed Level 2 centre or the Park & Ride facility;

Manager's Response

Policy LAN POL 1 seeks to protect existing ecological corridors including rivers, streams, hedgerows, trees, wooded areas, scrub and traditional stone walls and in accordance with policy LAN POL 2 mature trees and hedgerows will be preserved and protected in recognition of the contribution mature trees make to the landscape and character of an area in addition to their value as wildlife corridors.

Matters relating to the control of parking on public roads are the responsibility of An Garda Siochana and not within the scope of the Draft Local Area Plan

The access to the proposed Level 2 centre will be determined as part of the Framework Plan required as a pre-requisite for its development. The concern is noted and the manner in which vehicular access will be provided will have regard to both engineering and amenity considerations.

The approved access to the Park and Ride facility under the Railway Order is from the Distributor Road. There is no access from Kennedy Road.

Manager's Recommendation

No Change

Submission Number 26

Brian Meehan & Associates, on behalf of Michael J Brennan

Summary

- This submission seeks to have a 66 hectare land holding located to the north of the M3 zoned from agricultural use to a number of purposes:
Area A to objective 'E2'

Area B to objective 'E2' or 'A2'

Area C to objective 'E2'

- Lands are c.1 kilometre from Dunboyne, Dunboyne Rail Station.
- Site fronts onto existing N3, is close to Clonee interchange with access to the local road network along the eastern boundary of site.
- Established employment lands to the north and east.
- Lands suitable for Enterprise and Employment Park.
- The lands are serviceable and have road access.

Manager's Response

The submission has been considered in the context of the landbank of 'E2' lands north of Clonee and the likely requirement for both employment land and residential land over the term of the Local Area Plan. It should be noted that the lands are largely outside of the Section 49 boundary.

The extent of lands identified for industrial and related uses in the Draft Plan are considered to be sufficient to accommodate the future employment requirements of the Corridor as set out in section 4.3 of the Draft Local Area Plan. Further, the development of part of the land for residential purposes would not be consistent with the objective of the Draft Plan to promote a more compact urban form in and around existing centres and in the vicinity of strategic public transport hubs and in urban centres.

Manager's Recommendation

No Change

Submission Number 27

**Brian Meehan & Associates, on behalf of
Hilltown Partnership**

Summary

- Lands comprise 93 ha and are located c.1.5 kilometres south west of Clonee partially along the boundary with Fingal County.
- The Clonsilla to Pace railway line bisects the site with the R149 forming the eastern boundary
- The Hansfield SDZ is to the east. The Williamstown Action Area Plan 2001 development adjoins the site which there is scope to integrate with.

- The proposal is an appropriate location for a residential development and a railway station, which will be equidistant from the stations at Dunboyne and Hansfield. A railway station should be a long-term consideration.
- Capacity for a park and ride facility.
- Population of 3,000 to 4,000 persons.
- A village centre incorporating community uses including a primary school and crèche and public park.
- The lands are serviceable and accessible from the local road network and have potential to connect to M3 (development will facilitate the upgrading of the local road network)
- An objective is sought to provide a rail station and park and ride at Hilltown and for the lands to be rezoned for a new residential neighbourhood focused around a new village centre and incorporating appropriate community and employment uses

Manager's Response

The subject lands are strategically important to the medium and long term development of the area and the operation of the Clonsilla to Navan railway line.

In the context of the life of the Draft Local Area Plan (up to 2015), the population growth target for that period, and the available zoned and proposed zoned lands around the existing settlements and the railway stations, it is considered that it is not necessary to identify and zone additional lands for residential development in this Local Area Plan that may be required in the medium to long term.

Manager's Recommendation

No change

Submission Number 28

Declan Brassil & Company on behalf of St Paul's GFC, Clonee

Summary

This submission seeks the zoning of a 4.9 hectare site for sports and recreational uses. The site is located within a 26.6 hectare site to the west of Clonee that is proposed as a mixed use development incorporating expansion space for Clonee, parkland, a VEC college, primary school, neighbourhood centre and residential development.

The Club have an agreement with the Keating family and its use of the site is contingent on the development and rezoning proposal made by the Keating family (submission no. 34) being provided for in the Local Area Plan.

Manager's Response

See response to submission 34.

Manager's Recommendation

See recommendation to submission 34.

Submission Number 29

Declan Brassil & Company on behalf of Meath VEC, Abbey Road, Navan

Summary

This submission seeks the zoning of a 0.8 hectare site for a Post Leaving Certificate College to be operated by Meath VEC. The site is located within a 26.6 hectare site to the west of Clonee that is proposed as a mixed use development incorporating expansion space for Clonee, parkland, GAA Club, primary school, neighbourhood centre and residential development.

The Club have an agreement with the Keating family and its use of the site is contingent on the development and rezoning proposal made by the Keating family (submission no. 34) being provided for in the Local Area Plan.

Manager's Response

See response to submission 34.

Manager's Recommendation

See recommendation to submission 34.

Submission Number 30 Harry Lawlor on behalf of Mary and Stanley Boylan, Stirling Stud, Stirling Bridge, Dunboyne

Summary

This submission seeks to have 22.5 hectares of agricultural land running parallel to the railway line (to the east) from Sterling Bridge in the south to the southern fringes of Dunboyne in the north rezoned to objective 'A4' – "to provide for new mixed use development to include residential, retail and community facilities, neighbourhood facilities and employment uses utilising higher densities in accordance with approved Framework Plans and subject to the provision of the necessary infrastructure"

A 2.2 hectare section of the subject lands are proposed to be rezoned objective 'A4' in the Draft Local Area Plan.

Manager's Response

Within the context of the life of the Draft Local Area Plan (up to 2015), the population growth target for that period , and the available zoned and proposed zoned lands around the existing settlements and the railway stations, it is considered that it is not necessary to identify and zone further additional lands for residential development in this Local Area Plan that may be required in the medium to long term.

Manager's Recommendation

No Change

Submission Number 31 Declan Brassil & Company on behalf of Matt Brady, Stirling House, Clonee

Summary

- The lands comprise 34 ha at Sterling House, Clonee accessed from the R149 Clonee-Lucan Road.
- The lands are strategically located adjoining Clonee, Dunboyne and Hansfield train stations as well as being adjacent the Clonee Interchange on the N3, all of which are within walking distance of the lands.
- Request that the lands be rezoned to provide for sustainable residential communities as they represent a sustainable, suitable and viable development opportunity.
- The under-provision of facilities and services is highlighted. The LAP must provide significant additional areas of zoned lands to fulfil the designated role of the Clonee / Dunboyne / Pace area.

- The elevation of Clonee to a Level 4 settlement and of Dunboyne eventually to a Level 2 settlement in the settlement hierarchy is highlighted.
- Anticipated that the urban area of the LAP will be elevated to 'Metropolitan Consolidation Town' status. This would see the population of Clonee/Dunboyne grow from c.6,000 to 40,000 over the next two to three local Area plans
- The status of the urban area, including Dunboyne, in the County Development Plan equates to the same level as the Hinterland Area 'Sub County Town Centres' of Ashbourne, Kells and Trim. This, rather than the Metropolitan Area 'Level 3 Town and/or District Centres', is the benchmark for the LAP area in terms of general development potential.
- The LAP must provide a strategic policy framework for the Town to reach a critical mass of population necessary to support the required facilities & services.
- The lands are located adjacent the former 'Clonee train station'. If re-opened this station would provide for an efficient and easily accessible public transportation services for the subject lands and those in the vicinity. It should be an objective of this LAP to re-open this train station.

Manager's Response

The lands in question may be important to the long term spatial development of Clonee Village; however, they are in agricultural use, do not adjoin Clonee Village and do not adjoin Dunboyne or Hansfield railway stations or have immediate access to any strategic transport infrastructure. Development of these lands in the short term would represent an expansion of the suburban development to the east. The possibility of the expansion of Clonee or additional railway stations is medium to long term considerations.

Within the context of the life of the Draft Local Area Plan (up to 2015), the population growth target for that period, and the available zoned and proposed zoned lands around the existing settlements and the railway stations, it is considered that it is not necessary to identify and zone additional lands for residential development in this Local Area Plan that may be required in the medium to long term.

Manager's Recommendation

No Change

Submission Number 32

Shirley Kearney, Department of Education

Summary

- The Department assumes that at any given time 12% of the population is of primary school going age, as opposed to 13.5% as outlined in the Draft Plan. Last census figures indicate that 13.5% of the DED's total population is of primary school age.

- It is unclear why the Draft Plan states that the Department has no formal plans beyond 2011-2013 to cater for school-going population at both primary and post-primary
- Forward Planning Section of the Department is in the process of identifying the areas where significant additional accommodation will be required at primary and post-primary level for future school years.
- The Plan states that it is a policy of the LAP to facilitate a 12 classroom school to the west of Clonee Village. It is unclear how this decision was reached. The Department is not in a position to say what, if any, accommodation is required in Clonee for primary provision. Furthermore, it would be most unusual for the Department to build a new 12 classroom school.
- It is noted that lands have been zoned to facilitate the provision of a primary school and a post-primary school in Dunboyne, which is capable of accommodation up to 16 classrooms so this should not be an issue.

The Department would welcome the opportunity to co-operate with the County Council to facilitate primary and post-primary school facilities and to ensure that educational facilities are designed to the highest standards, as outlined in the "Education Objectives" in the Draft Local Area Plan and offers its co-operation in achieving these objectives.

Manager's Response

The identification of suitable sites for educational provision is a function of the LAP process, in conjunction with the requirements of Department of Education & Science. Meath County Council fully endorses the policies and guidelines of the Department.

Dunboyne Junior and Senior National School, Gaelscoil Thulach na nÓg and St. Peters National School have plans in place with the Department to expand the existing capacity with the latter dependent on a new site. Once completed, it is envisaged that no additional primary school places will be required during the lifetime of this Local Area Plan. Regarding secondary school places, the expansion of St. Peter's College to a 1,000 pupil secondary school is underway; it is envisaged that additional secondary school places will be required toward the end of the 2009 – 2015 Local Area Plan period.

Manager's Recommendation

No Change

Submission Number 33 Stephen Little & Associates on behalf of St Finian's Diocesan Trust, Dunboyne

Summary

- The lands comprise 8.9 hectares and include the Old National School, The Parochial Hall, St. Peters and Pauls Church, the Church car park, the Junior and Senior Primary Schools and the Community Centre.
- Lands east of the Church are zoned 'G1' while lands to the west are zoned 'B1'.
- The lands include 3 No. protected structures fronting onto the Green (Old National School, the Parochial House and St. Peters & Pauls Church). Much of the site is also within an ACA.
- Agreement in principle has been reached with The Department of Education and Science to locate a new senior school to the rear of the junior school.
- The Community Centre serves the primary schools, the VEC schools and the wider community.
- VEC lands: extension of the post primary school is to begin shortly. This expansion requires a portion of St. Finians lands to the north of the Community Centre where a land swap has been agreed between St. Finians Trust and the VEC. The VEC access road bisecting the Trusts lands between the senior school and the Community Centre is to pass to the Trust in exchange for a parcel of land to the rear of the Community Centre.
- Request that lands vacated by the senior primary school and lands to the north of the Church be rezoned to 'B1'.
- A site for a new parish centre is proposed to the north of the Church adjacent the proposed access to the new senior school.
- A new car park including set-down facilities for both junior and senior schools while meeting the parking requirement for the Church is also proposed.
- The proposal provides an opportunity to consolidate the village centre through the provision of new retail uses facing onto the road.
- There are 2 No. options for proposed new roads to access future redevelopment. Option A: a road running north-south to the west of the Church from the Village Green to Millfarm Estate which would also provide access to the future primary schools and new church car park. Option B proposes a road running east-west to the north of the Church linking the R583 and R156 through the site of the current Lynthirst proposal.

Manager's Response

The lands in question are important to the development of the central area of Dunboyne and the wider Local Area Plan area. There is a range of uses operating on the lands, many of which are undergoing a period of significant change.

Policy RET POL 1 in the Draft Local Area Plan states that the overarching objective of the Retail Planning Guidelines and the Meath County Retail Strategy is to protect and promote the ongoing viability of town and village centres. In this regard, the area currently B1 in Dunboyne town centre is identified for such purposes. The submission would be in accordance with this objective.

Manager's Recommendation

Amend the draft LAP to rezone the lands identified in the submission from objective 'G1' to objective 'B1' – "to protect and enhance the special physical and social character of the existing town centres and to provide for new and improved town centre facilities and uses"

Submission Number 34

Declan Brassil & Company on behalf of The Keating Family, Clonee

Summary

- The submission seeks the zoning of : 8.2 ha for employment uses (expansion of the Clonee E2 lands to the west); 1.8 ha for town centre expansion to the west; 6.8 ha or riverside park/town park between Clonee and Loughsallagh; 4.9 ha for sports and community facilities; 0.8 ha for a PLC college; 1.4ha for a primary school; 10.5ha for residential development (two new residential areas to the west and south); 0.2 ha for a neighbourhood centre.
- The total lands to be zoned amounts to 34.8 ha of which 14.0 ha are for community and recreational uses.
- 2 no. playing pitches, a club house and car parking will be established for the GAA (St. Pauls GAA) which will provide direct access for the Primary School and PLC College. An informal running track will be constructed around the pitches. The GAA pitches will be lowered to provide flood protection embankment for the town centre expansion to the east.
- A site will be provided for Meath VEC for development of a Post Leaving Certificate College or a Gael Coláiste.
- Flood works to reclaim land for development west of Clonee are underway in conjunction with OPW and MCC.
- A masterplan/framework for the lands is supplied which proposes a mix of uses to fill deficit of services in the LAP area.
- The lands can also facilitate the upgrade of the junction between R156 Navan Road / R149 Leixlip Road; development of a green route between Dunboyne and Clonee via the proposed river park and a north-south link road between the N2 and N4, from Ongar to Damastown.
- Development of the lands justifies the upgrade of existing N3 interchange to the west of Clonee and a local bus service linking Clonee to Dunboyne or Hansfield station.
- A new overpass route over the M3 will be required.
- Model predictions indicate that Clonee and the surrounding area are protected from future 1:100 year flood events.

Manager's Response

The lands in question are strategically important to the spatial development of Clonee Village. The two western most parcels of land are within the administrative area of Fingal County Council.

While land reclamation works are underway on the lands to the west of Clonee, a considerable portion of these lands remain prone to flooding and will have little carrying capacity for intensive development. The southernmost parcel of land adjoins the existing residential development at Clonee, Castaheany and Williamstown but would be difficult to integrate with the existing Village centre. The parcel of land to the north adjoins the existing 'E2' zoned lands at Portan and may have access to the M3 flyover.

The extent of lands identified for industrial and related uses in the Draft Plan are considered to be sufficient to accommodate the future employment requirements of the Corridor as set out in section 4.3 of the Draft Local Area Plan.

The overriding policy objective for Clonee is the continued consolidation of the village centre. This requires the maintenance of the compact nature of the village. This is closely linked to the role of Clonee spatially to the wider Metropolitan Area and development in Fingal County and Dunboyne. Clonee is likely to become a local services centre for settlements in the Fingal area, the absorption of the Village into larger development of the Meath environs of Fingal is not considered to be sustainable. To reflect this, a Strategic Green Belt has been in operation between Clonee and Dunboyne and the surrounding areas. The direction of this policy is retained in this Draft Local Area Plan

It is considered that there may be a requirement in the medium to long term for some additional lands to be zoned for residential development in particular. However, within the context of the life of the Draft Local Area Plan (up to 2015), the population growth target for that period, and the available zoned and proposed zoned lands around the existing settlements and the railway stations, it is considered that it is not necessary to identify and zone lands for residential development in this Local Area Plan that may be required to accommodate population growth in the medium to long term.

Manager's Recommendation

No Change

Submission 35 Mark Rave Associates on behalf of Dunboyne Combined Residents Association c/o Philip Flood, 14 The Elms, Millfarm, Dunboyne

Summary

In general terms, the Combined Association welcomes the Draft Plan and commends the overall approach taken in developing the various policies, objectives and subsequent land use zonings.

The Association seeks the omission of two areas to the north and south of Station Road that were in the green belt to residential use; the zoning of an area to the north east of the Millfarm estate which it understands was zoned for open space to objective A1; objects to the reduction in the number of parking spaces at Dunboyne railway station imposed by An Bord Pleanála; the deletion of a number of the proposed pedestrian walkways/cycleways to connect with existing residential areas; requests that the removal of trees to south east of Millfarm, Larchfield and Beechdale be curtailed; and that the Local Area Plan contains a schedule of or timetable for the taking in charge of various residential estates within the lifetime of the Local Area Plan.

Manager's Response

The additional lands proposed in the draft LAP for residential development are required to meet the population target set out in the Local Area Plan and are located proximate (within 1 kilometre) to Dunboyne railway station.

The lands area to the north east of the Millfarm estate are indicated to provide low density residential development and not open space. The availability of these lands for residential purposes is required in order to facilitate the population target set out in the Local Area Plan.

An essential element of a well integrated movement strategy is to provide for the safe and efficient movement of pedestrians and cyclists. Well planned environments should encourage and enable walking and cycling as the primary mode of transport for shorter journeys (<1 kilometre) by integrating land uses via appropriate linkages. Movement by pedestrians and cyclists should be easy, direct, attractive and safe and follow perceived desire-lines as much as possible. Within the context of the policies and objectives contained in Section 4.4 of the County Development Plan, it is the policy of the Local Area Plan that the proposed links be provided.

To omit the identified proposed links would be contrary to the central objective of the movement strategy in the Local Area Plan, and will remove the direct links for pedestrians and cyclists to the schools and other services in the town centre and for residents to the railway station.

The car parking provision at Dunboyne railway station was specified by An Bord Pleanála in the Railway Order granted for the Clonsilla – Pace railway line. The Board in granting the order considered the number of spaces to be appropriate for the requirements of the station.

Unless designated for protection, the removal of trees does not fall within the provisions of the planning system. The area identified is within the IAAP area. One of the two key components of the landscape design for the IAAP area will be screening of the reopened railway line, which will be implemented as part of the phased development of the lands.

Manager's Recommendation

No Change

Submission Number 36 Declan Brassil & Company on behalf of Neil Lord, Pat Gregan and Ken Malone, Derrockstown, Dunshaughlin

Summary

- Lands comprise 25.9 ha at Castle farm, south-west of Dunboyne town adjoining the CR585 and proposed Dunboyne M3 Link Road. This places the lands with a direct link to the Pace railway station.
- Consultation with local sporting organisation and local representatives were undertaken to establish a sustainable land use proposal.
- It is proposed to provide 2.2 ha public open space containing a full size playing field for St. Peters GAA Club.
- Proceeds of the development of the lands will be made to the Athletics Club.
- 1.6 ha for a primary school site for a 12 classroom school.
- 19.8 ha of residential development for c.650 units.
- A 3,000 sq.m. neighbourhood centre over 2 ha, 0.08 ha for a c.2,000 sq.m. 'health' development.
- 0.1 ha for a c.1,500 sq.m. crèche.
- Compliance with the planning policy and infrastructural development context of the Local Area Plan area to post 2020 is set out. It is envisaged that the population will exceed 30,000 persons.
- The under provision of commercial, employment, community, retail and recreational facilities and services is noted.
- The principal objective of the Submission is to provide a development framework for the delivery of a sustainable community in the southern environs of Dunboyne.
- The lands represent a strategic development landbank for the creation of a self-sufficient, sustainable community with a mixture of complementary uses.
- Due to the subject lands strategic location, they are considered to constitute the most viable approach to accommodate the expansion of Dunboyne Town Centre providing linkages between the existing Town Centre, the Pace Rail Station and the M3 Interchange. The proposal would accommodate a significant proportion of the Town Centre's necessary expansion as required under planning and retail planning policy.
- The key feature of the proposed framework is their use for a multiplicity of uses equivalent to the site's location next to the Town Centre but also the M3 Link Road and Maynooth Road junctions.
- A mixed-use scheme catering for high-order commercial, community, educational, employment, recreational and retail services is proposed.
- A new link road should be constructed from the M3 Link Road/Maynooth Road junction to the eastern distributor road proposed within the IAAP lands.
- Dunboyne requires an increase of at least 30,000 sq. m. net retail floorspace to reach its Level 3 Sub County Town Centre status. A detailed review of the town identifies that there are no town centre sites with the development capacity for the quantum of floorspace necessary.
- The site has the capacity to accommodate a District Centre, which the RPG's deem likely to comprise up to 20,000 sq. m. net retail floor space. No other location in the town has this potential.
- The development will be realised over at least 2 Development Plans.

- Upon completion of the M3 Interchange, ancillary roads and the Rail Link, the subject site will represent an isolated parcel of agricultural land which will have been surrounded by significant transportation infrastructure. The lands would not be viable for agriculture and would become an under-utilised site located adjacent to a strategic transportation interchange.

Manager's Response

While the lands are contiguous to the existing built form of Dunboyne town, they are only partially within the Local Area Plan area. It also appears that the lands do not directly adjoin the Dunboyne M3 Link Road but would require a southward extension thereof to be so connected. It is a fundamental principle of sustainable development which dictates that future development is generally orientated towards public transport nodes, in this case, the railway stations, both of which are a considerable distance from the subject lands. However, within the context of the life of the Draft Local Area Plan (up to 2015), the population growth target for that period, and the available zoned and proposed zoned lands around the existing settlements and the railway stations, it is considered that it is not necessary to identify and zone lands for residential development in this Local Area Plan that may be required in the medium to long term.

Manager's Recommendation

No Change

Submission Number 37 Patrick O'Sullivan, Spatial Policy Section, Department of Environment, Heritage and Local Government

Summary

The Department expresses the view that the Draft Local Area Plan provides a sound overall framework for guiding future development in the Corridor.

However, the Department considers that zoning a substantial area of land for mixed residential and business uses at the Pace station is premature pending additional studies referred to below.

The submission contends that there is sufficient land for residential and business development purposes in Dunboyne (including nearby the proposed station) over the six year period of the draft LAP.

The timing, nature and scale of development at Pace are matters which are most appropriately considered from a wider regional perspective in the context of the review of the Greater Dublin Area Regional Planning Guidelines which is currently under way.

Issues of a regional nature which relate to development at Pace such as the priority to be given to unlocking development potential nearer to the Dublin City core (consolidation within the Metropolitan Area) and the impact of development at Pace on priority development towns in the Hinterland area such as Navan would need to be resolved, prior to finalising zoning commitments at Pace in the LAP.

Until such time as the Motorway Interchanges Study has taken place and the views of the NRA and other bodies have been adequately taken into account, it is considered premature to provide the proposed land zoning at the Pace interchange.

The relatively large scale mixed use zoning at Pace should not be included into the draft LAP and that consideration should only be given to possible zonings at this location after the completion of the Motorway Interchange study and the making of the new GDA RPGs.

It is vitally important that a screening for Appropriate Assessment (and a full Assessment if necessary) takes place otherwise the made LAP may be open to legal challenge.

Manager's Response

The Manager's Report welcomes submission from the Department of Environment, Heritage and Local Government and acknowledges its view that the Draft Local Area Plan provides a sound overall framework for guiding future development in the Corridor.

It should be noted for the avoidance of doubt that the Draft Local Area Plan does not attach a land use zoning to the lands at Pace referred to in this submission. The Draft Local Area Plan attaches a specific objective to the lands. The specific objective states, "to facilitate the phased development of a major town centre as designated in the Retail Strategy for the Greater Dublin Area 2008-2016 in accordance with the provisions of a future framework plan".

Further, policy RET POL 5 states, "*Emerging preferred location for future Level 2 Centre: to facilitate development in accordance with an approved Framework Plan whose objectives will be the phased provision of: retail floorspace and associated facilities to include some high density residential development commensurate with population growth in the Local Area Plan period having regard to the commitment in the Regional Planning Strategy for Dunboyne to grow from a Level 3 to a Level 2 Centre gradually over a 15 – 20 year timeframe; high end office based employment uses at levels commensurate with its location and proximate to a public transport interchange; the provision of a pedestrian and cycle route over the M3 to lands to the east subject to the agreement of the National Roads Authority. The Framework Plan and final selection of the preferred location for future Level 2 Centre will also be subject to the ongoing IFPLUT, the 2007 – 2013 County Development Plan (as may be varied), the 2013 – 2019 County Development Plan, the Regional Planning Guidelines Review and the 2008 – 2016 GDA Retail Strategy.*" Accordingly, the proposed specific objective, detailed below, represents the policy position of the Planning Authority to establish the principle of providing for a designated Level Two centre at Pace intended to accommodate high end office development, high density and other appropriate residential development at this location.

It should also be noted that the development of a major town centre in this location will be subject to a number of essential pre-requisites i.e. an approved framework plan, a detailed retail capacity assessment, the conclusions of the IFPLUT currently being finalised, the current County Development Plan (as may be varied) and its successor County Development Plan, the review of the Regional Planning Guidelines for the Greater Dublin Area and the Retail Strategy for the Greater Dublin Area 2008 – 2016."

The preparation of an Appropriate Assessment screening report is underway and when complete will be forwarded to the DoEHLG.

Manager's Recommendation

Insert new Objective RET OBJ 1 as follows:

' A unitary framework plan for the designated level 2 centre at Pace will proceed in a timely fashion and will address land use, transportation, connectivity, urban design, recreation, implementation issues. Delivery of the centre shall be time lined and co-ordinated in tandem with infrastructural provision across the Corridor Area. In order to achieve the future target of 15,000 population within the life time of this LAP, it shall be a grounding objective of this plan to encourage development in a sustainable, co-ordinated and efficient manner where such development is facilitated and accompanied by the required infrastructure and services.'

Amend RET POL 5 as follows (amended text in italics):

Framework Plan for the emerging preferred location for future Level 2 Centre:

To facilitate development in accordance with an approved Framework Plan whose objectives will be the phased provision of the following:

- retail floorspace and associated facilities to include some high density *and other appropriate* residential development commensurate with population growth in the Local Area Plan period having regard to the commitment in the Regional Planning Strategy for Dunboyne to grow from a Level 3 to a Level 2 Centre gradually over a 15 – 20 year timeframe;
- high end office based employment uses at levels commensurate with its location and proximate to a *multi modal* public transport interchange;
- provision of a pedestrian and cycle route over the M3 to lands to the east subject to the agreement of the National Roads Authority.

The Framework Plan and final selection of the preferred location for future Level 2 Centre will also be subject to the ongoing IFPLUT, the 2007 – 2013 County Development Plan (as may be varied), the 2013 – 2019 County Development Plan, the Regional Planning Guidelines Review and the 2008 – 2016 GDA Retail Strategy.

(corresponding amendment in Section 9.3.7 for consistency)

Submission Number 38**Declan Brassil & Company on behalf of John and Julie Creagh and Louis Scully, Portan, Clonee****Summary**

This submission seeks the rezoning of two sites (3.07 hectares and 11.3 hectares respectively) to the north of the landbank of 'E2' lands north of Clonee to objective 'E1' or 'E2'. It should be noted that the lands are outside of the Local Area Plan boundary.

Manager's Response

The submission has been considered in the context of the landbank of 'E2' lands north of Clonee and the likely requirement for employment over the term of the Local Area Plan. As noted above, the subject lands are outside the Local Area Plan boundary and as such the submission should not be considered as being a submission in relation to the Draft Plan. Whilst alterations to the boundary of a Draft Local Area Plan area may be considered as a proposed amendment, the extent of lands identified for industrial and related uses in the Draft Plan are considered to be sufficient to accommodate the future employment requirements of the Corridor as set out in section 4.3 of the Draft Local Area Plan.

Manager's Recommendation

No Change

Submission Number 39**Declan Brassil & Company on behalf of Patrick Kelly, Warrenstown, Dunboyne and Terence McGovern, Kilbrennan Lodge, Kennedy Road, Dunboyne****Summary**

This submission seeks the rezoning of two sites totalling 22.14 hectares to the north-west of Dunboyne for 'appropriate uses' which would aid in catering for Dunboyne's existing and planned population. It is noted that the lands are strategically located near to transport infrastructure and represent a suitable and viable development opportunity to facilitate strategic level strategies and objectives.

It should be noted that the majority of the subject lands are outside of the Local Area Plan boundary.

Manager's Response

The lands in question are divided between two sites, the larger of which is located outside of the Local Area Plan boundary; with a relatively small currently residential site being within the boundary. The sites are not contiguous to the existing built form of Dunboyne nor do they have immediate access to any strategic infrastructure that would warrant their consideration for development within the lifetime of this Local Area Plan.

As noted above, the subject lands are outside the Local Area Plan boundary and as such the submission should not be considered as being a submission in relation to the Draft Plan. Whilst alterations to the boundary of a Draft Local Area Plan area may be considered as a proposed amendment, the extent of lands identified for industrial and residential uses in the Draft Plan are considered to be sufficient to accommodate the future requirements of the Corridor within the lifetime of this Draft Local Area Plan.

Manager's Recommendation

No Change

Submission Number 40 RPS Group on behalf of John Connaughton Ltd, Ballybane, Killiney Avenue, Killiney, Co. Dublin

Summary

- The lands comprise 40.48 ha currently in agricultural use and located between the railway line and the Tolka River / M3.
- Approximately 50% of the overall landholding is zoned A4 (Residential).
- The remainder of the lands is within a Green Belt designation, which serves no function in demarcating Dunboyne and Clonee.
- Requests that the existing zoning on the western portion of the landholding is extended to a point 30 metres from the Tolka River Flood plain indicated in the Local Area Plan
- What is proposed is cautious and unnecessary
- The residual area of green belt to be allocated to open space and recreation uses
- Zoning the lands in the manner requested would facilitate an appropriate landbank for the managed expansion of Dunboyne in a sustainable and logical manner.

Manager's Response

The subject lands are central to the sustainable development of Dunboyne particularly due to their proximity to the proposed Dunboyne railway station. The western portion of the lands is included in the detailed Integrated Action Area Plan which was adopted in April 2005 under the provisions of the 2001 Meath County Development Plan while some areas to the east remain prone to flooding.

It is acknowledged that the policy context for the IAAP lands has altered considerably since its approval. Particular reference is made here to the subsequent adoption of the Meath County Council Development Plan 2007 – 2013 has been adopted and the Planning System and Flood Risk Management Consultation Draft Guidelines for Planning Authorities 2008 have been undertaken.

While it is considered that there may be merit for an extension or amendment to the IAAP such proposals are seen as being in the medium to long term. Within the context of the life of the Draft Local Area Plan (up to 2015), the population growth target for that period and the available zoned and proposed zoned lands around the existing settlements and the railway stations, it is considered that it is not necessary to identify and zone lands for residential development in this Local Area Plan that may be required in the medium to long term.

Manager's Recommendation

No Change

Submission Number 41 RPS Group on behalf of Kildangan Stud Unlimited, Kildangan, Monasterevin, Co. Kildare Summary

The subject lands comprise c.47.25 hectares. This submission requests that area designated as Specific Objective 'F' – "to facilitate the phased development of a major town centre as designated in the retail Strategy for the Greater Dublin Area 2008-2016 in accordance with the provisions of a future Framework Plan" – be expanded westwards to the extent of the boundary of the s 49 Contributions Scheme area to incorporate that part of the Woodpark Stud that is within the Local Area plan boundary.

It is suggested that this will form a rational extension of the lands at Pace whilst recognising that it will not necessarily mean that all the lands will be developed within the life of this Local Area Plan; but rather that the lands will be identified for which a framework plan and masterplan should apply. The submission contains a map of a co-ordinated zoning designation proposal for a 'new urban settlement' at Pace that incorporates the subject lands and the adjoining land ownership. (This map is also contained in submission 49).

A suggested new objective for the designated area of the town centre is submitted that incorporates the lands identified in the submission within the context of the railway station and the adjoining land ownership.

Manager's Response

It is acknowledged that the subject lands are in reasonable proximity to Pace and as such may have the potential for development in the medium to long term. At present however, it is considered that extending the area covered by the specific objective in the manner suggested would be premature.

Manager's Recommendation

No Change

Submission Number 42 **Peter O'Carroll, 17 Congress Hall, Dunboyne**

Summary

This submission requests that the lands zoned objective 'G1' directly behind the church should not be rezoned as such an action would definitely exclude any future possibility of providing accommodation for older people close to the centre of the community.

It is requested that a specific objective to "provide for housing for the elderly" be attached to the lands.

Manager's Response

Submission 33 also relates to this land. Pursuant to said submission is recommended that this site be rezoned to objective 'B1' - town centre uses as it would comply with the broad objectives of the Local Area Plan. Further, it is considered that there is sufficient lands zoned objective 'G1' within the Draft Local Area Plan to accommodate the requirements of the elderly.

Manager's Recommendation

Amend the draft LAP and rezone the site to objective 'B1' - town centre uses as it would comply with the broad objectives of the Local Area Plan.

Submission Number 43 **ILTP Consulting on behalf of Laurence and Marion Kelly**

Summary

- The lands are within 300 metres of the proposed Dunboyne railway station and are partly within the existing town development boundary
- The lands are outside of the floodplain boundary and are currently in residential use
- It is submitted that the lands are ideally located for residential and mixed use development
- High density development should be located close to the train station.
- Any revision of the town boundary should include the subject lands.

Manager's Response

While it is considered that there may be merit for an extension or amendment to the IAAP such proposals are seen as being in the medium to long term. Within the context of the life of the Draft Local Area Plan (up to 2015), the population growth target for that period and the available zoned and proposed zoned lands around the existing settlements and the railway stations, it is considered that it is not necessary to identify and zone lands for residential development in this Local Area Plan that may be required in the medium to long term.

Manager's Recommendation

No Change

Submission Number 44 ILTP Consulting on behalf of An Foras Pátrúnachta na Scoileanna Lán-gaeilge Teo Summary

- Provision for an All-Irish Secondary / Post-primary School should be made in the Local Area Plan.
- There are three All-Irish primary schools in the immediate catchment which demonstrates the need for an All-Irish Secondary School. There is only one secondary school in the Local Area Plan Area.
- Provision of a suitable site which is safe, convenient to town centres and adjacent public transport should be a strategic objective of the Local Area Plan.

Manager's Response

As per previous responses, the development of additional educational facilities within the Local Area Plan area is supported by Meath County Council.

Manager's Recommendation

No Change

Submission Number 45 ILTP Consulting on behalf of Frances Kelly & Mary Jackson

Summary

- The lands adjoin the Interchange at Pace railway and are in agricultural use.
- The entire landholding is within 400 metres of the proposed Pace station.
- The lands have been severed by the M3 and railway line with a loss of 3.2 hectares.
- The area is in a prime location for employment generating uses.

Manager's Response

A considerable portion of the original landholding has been appropriated to facilitate the M3 Motorway. The extent of lands identified for industrial and related uses in the Draft Plan are considered to be sufficient to accommodate the future employment requirements of the Corridor as set out in section 4.3 of the Draft Local Area Plan.

Manager's Recommendation

No Change

Submission Number 46

Declan Brassil & Company on behalf of Brian Reilly, Ballymagillin, Dunboyne

Summary

- The submission relates to three parcels of land measuring 22.26 hectares in total – a site at Bennetstown measures 4.047 hectares; a site to the east of Ballymagillin measuring 4.047 hectares and a site to the north of Ballymagillin measures 14.17 hectares
- Rezoning for 'such appropriate uses' is requested.
- The lands are proximate to strategic transportation infrastructure.
- Development of the lands can assist in Dunboyne reaching its 'Level 2 status'.

Manager's Response

No specific land uses are proposed. The two sites at Ballymagillin are currently agricultural and offer little to land uses with specific locational requirements such as residential, retail, warehousing or industrial development. The third site at Bennetstown is located partially within an area which is prone to flooding and is severed by the M3 Motorway.

Manager's Recommendation

No Change

Submission Number 47 Paul O'Dwyer, Chairman, Millfarm Residents Association, 15 Cedar Drive, Millfarm

Summary

Residents are opposed to the proposed Pedestrian Walkways / Cycleways over the Rail Line at Willow Park and at The Meadows as it will compromise the amenity value the existing public open spaces that has been maintained by the residents.

The proposed walkways will seriously compromise the safety and security of the residents in these areas.

The reduction in car parking spaces at the new station from 420 to 300 is unacceptable. This move will result in Millfarm becoming an overflow car park for commuters using the new rail line. Parking in Millfarm, especially in the vicinity of St. Peters College is currently a safety issue and the proposed reduction will exacerbate the situation.

Manager's Response

An essential element of a well integrated movement strategy is to provide for the safe and efficient movement of pedestrians and cyclists. Well planned environments should encourage and enable walking and cycling as the primary mode of transport for shorter journeys (<1 kilometre) by integrating land uses via appropriate linkages. Movement by pedestrians and cyclists should be easy, direct, attractive and safe and follow perceived desire-lines as much as possible. Within the context of the policies and objectives contained in Section 4.4 of the County Development Plan, it is the policy of the Local Area Plan that the proposed links be provided.

The Local Area Plan recognises however, the difficulty in retro-fitting pedestrian and particularly cycling facilities safely and efficiently to established urban environments. The links proposed in the policy are objectives and will be subject to detailed design, which will be able to address the concerns as to their impact on the existing environment. To omit the identified proposed links would be contrary to the central objective of the movement strategy in the Local Area Plan, and will remove the a direct link for pedestrians and cyclists from the proposed new residential area to the east of the railway line to the schools and other services in the town centre and for residents to the west of the railway line to the railway station.

The car parking provision at Dunboyne railway station was specified by An Bord Pleanála in the Railway Order granted for the Clonsilla – Pace railway line. The Board in granting the order considered the number of spaces to be appropriate for the requirements of the station.

Manager's Recommendation

No Change

Submission Number 48 ILTP Consulting on behalf of St Peter's National School

Summary

- The school currently consists of 120 pupils, 5 class teachers, 1 language support teacher, 1 learning support teacher, 3 SNA's, 2 shared resource teachers and a Part Time school secretary.
- The school currently occupies 6 temporary buildings with a planning application for 4 more to be developed over the next years.
- The site does not comply with DoES recommended sizes.
- The site is leased temporarily until 2009 with the School Board uncertain about renewing the lease as the site is required for a parish centre.
- The DoES plans for the school to grow to an 8 teacher / 240 pupil school within the next 5 years.
- There is insufficient parking for parents and staff.
- The existing access is taken from a busy road and is on a corner.
- There is an urgent need for a 4 acre [1.6 hectare] permanent site adjoining the present site for short and long term needs.
- The advantages of the present site are that it is close to the parish church, the library and community centre facilities, public transport, residential areas, the proposed parish centre and other schools which facilitates co-operation.
- Safe access and nearby parking is also required.
- Local representatives have identified a possible alternative site; however, this would be unsuitable as it is over 1 mile from the present site, on a narrow road with no footpath and cycle lanes, public transport, church, proposed parish centre, other schools and facilities.
- Subsequently, in consultation with local public representatives a site closer to the present temporary site has been identified; informal discussion with the landowner has taken place but nothing is definite pending the Local Area Plan.
- The latter site would be the preferred option.

Manager's Response

The existing school is housed in temporary accommodation. The Planning Authority is sympathetic to the need to provide a permanent site for the school in Dunboyne. The site identified is located on land zoned objective 'A2' under which education uses are open for consideration. It is therefore not necessary to include any specific designation to the site to facilitate a school.

Manager's Recommendation

No Change

Submission Number 49 **Murray O’Laoire Architects on behalf of McGarrell Reilly Group, Iveagh Court, Harcourt Road, Dublin 2**

Summary

This submission relates to lands to directly adjoining the proposed Rail Station and adjacent Interchange at Pace currently in agricultural use. The Specific Objective ‘F’ in the Local Area Plan – “to facilitate the phased development of a major town centre as designated in the retail Strategy for the Greater Dublin Area 2008-2016 in accordance with the provisions of a future Framework Plan” – is located on the lands

The submission seeks the following amendments to the Draft Local Area Plan:

- Rezoning: - It is stated that the LAP is required to include the appropriate land use zoning objectives for the Dunboyne North area to give appropriate statutory effect to the strategies, policies and objectives of the Local Area Plan. Zoning 20.6 hectares to objective ‘A4’ – residential and 4.9 hectares to objective ‘E2’ - light industrial around the 21.9 hectares to objective ‘B2’ - town centre expansion; is considered necessary and appropriate.
- The Draft Local Area Plan must be amended to ensure that the adopted land use planning and implementation framework is in place to enable development at Pace to commence independently of that around Dunboyne Rail Station.
- The requirement under Section 9.3.7 that requires that a separate Framework Plan is to be prepared to consider the linkages between the established urban area and the Dunboyne North area should be omitted.. It is submitted that it is more appropriate that these linkages be addressed as a fundamental and integral element of the Framework Plan required under the Zoning and Specific Objectives attaching to the lands.

Manager’s Response

The Draft Local Area Plan does not attach land use zoning to the lands at Pace as referred to in this submission. The Draft Local Area Plan attaches a specific objective to the lands to facilitate the phased development of a major town centre as designated in the Retail Strategy for the Greater Dublin Area 2008-2016 in accordance with the provisions of a future framework plan.

The Planning Authority considers that the proposed specific objective represents the policy position of Meath County Council to establish the principle of providing for the level two town centre at this location subject to the achievement of the stated pre-requisites. In this regard policy

RET POL 5 states, *"Emerging preferred location for future Level 2 Centre: to facilitate development in accordance with an approved Framework Plan whose objectives will be the phased provision of: retail floorspace and associated facilities to include some high density residential development commensurate with population growth in the Local Area Plan period having regard to the commitment in the Regional Planning Strategy for Dunboyne to grow from a Level 3 to a Level 2 Centre gradually over a 15 – 20 year timeframe; high end office based employment uses at levels commensurate with its location and proximate to a public transport interchange; the provision of a pedestrian and cycle route over the M3 to lands to the east subject to the agreement of the National Roads Authority. The Framework Plan and final selection of the preferred location for future Level 2 Centre will also be subject to the ongoing IFPLUT, the 2007 – 2013 County Development Plan (as may be varied), the 2013 – 2019 County Development Plan, the Regional Planning Guidelines Review and the 2008 – 2016 GDA Retail Strategy."*

It should also be noted that the development of a major town centre in this location will be subject to a number of essential pre-requisites i.e. an approved framework plan, a detailed retail capacity assessment, the conclusions of the IFPLUT currently being finalised, the current County Development Plan (as may be varied) and its successor County Development Plan, the review of the Regional Planning Guidelines for the Greater Dublin Area and the Retail Strategy for the Greater Dublin Area 2008 – 2016."

It is acknowledged that it would more appropriate that the linkages between the established urban area and the Pace area are addressed as part of the required Framework Plan and Specific Objective attaching to the lands. The text of section 9.3.7 should be changed to reflect this.

The strategic importance of the lands the subject of this submission directly abutting the framework plan area is acknowledged. In particular their importance as potential future employment lands is recognised, it is therefore proposed to reserve these lands as strategic employment lands which will assist in the delivery of supporting sustainable employment easily accessed from the multi modal transport hub at this location. It is therefore proposed to amend the land use zoning map to identify these lands in this plan as white lands for strategic employment use predominantly for high end office development.

Manager's Recommendation

Insert new Objective RET OBJ 1 as follows:

' A unitary framework plan for the designated level 2 centre at Pace will proceed in a timely fashion and will address land use, transportation, connectivity, urban design, recreation, implementation issues. Delivery of the centre shall be time lined and co-ordinated in tandem with infrastructural provision across the Corridor Area. In order to achieve the future target of 15,000 population within the life time of this LAP, it shall be a grounding objective of this plan to encourage development in a sustainable, co-ordinated and efficient manner where such development is facilitated and accompanied by the required infrastructure and services.'

Amend RET POL 5 as follows (amended text in italics):

Framework Plan for the emerging preferred location for future Level 2 Centre:

To facilitate development in accordance with an approved Framework Plan whose objectives will be the phased provision of the following:

- retail floorspace and associated facilities to include some high density *and other appropriate* residential development commensurate with population growth in the Local Area Plan period having regard to the commitment in the Regional Planning Strategy for Dunboyne to grow from a Level 3 to a Level 2 Centre gradually over a 15 – 20 year timeframe;
- high end office based employment uses at levels commensurate with its location and proximate to a *multi modal* public transport interchange;
- provision of a pedestrian and cycle route over the M3 to lands to the east subject to the agreement of the National Roads Authority.

The Framework Plan and final selection of the preferred location for future Level 2 Centre will also be subject to the ongoing IFPLUT, the 2007 – 2013 County Development Plan (as may be varied), the 2013 – 2019 County Development Plan, the Regional Planning Guidelines Review and the 2008 – 2016 GDA Retail Strategy.

(corresponding amendment in Section 9.3.7 for consistency)

4. Amend land use zoning map no 1 to identify these lands as white lands for strategic employment use predominantly for high end office development, to be developed on a phased basis within the plan period.

**Submission Number 50 Garrett Robinson, SIAC Construction Limited, Dolcain House, Monastery Road, Clondalkin, Dublin 22
Summary**

- The lands comprise 7.7 hectares with extensive frontage onto the N3 and proposed M3.
- Located adjacent Bracetown Business Park, the Kennedy Abrasives industrial plant, Hub Logistics Park and a petrol filling station.
- Nearby transportation links include the Pace Interchange (1 kilometre), Pace Park & Ride (800 metres), Dunboyne rail station, the M3/N3, the proposed link road from the N3 at Damastown (500 metres) to the N2 at Cherrywood and the Bus Eireann bus stop on the N3 adjacent the site.
- There is a need to correct population to labour force imbalances in Meath.
- Requests zoning to objective 'E1' industrial and related uses Eco Park.
- The proposal would include industry, enterprise units, cash and carry facilities and warehousing with potential to create 600 jobs.
- A submission for the rezoning of the lands was made during the pre-draft stage of the preparation of the Local Area Plan. The proposed uses included those now proposed and also offices (>1,000 sq .m).
- A Strategic Local Objective 'to provide pedestrian and cycle links along the N3 from Bracetown to Pace Park & Ride' is also sought.
- A Framework-led approach to the development of the lands is envisaged. A Masterplan for an eco-friendly, stand-alone logistics, business and Enterprise Park is included.
- Rezoning would allow for the clustering of employment uses and the formation of agglomeration economies.

Manager's Response

The Planning Authority recognises that these lands occupy a highly visible site at the entrance to County Meath. These lands have potential given their location viz a viz the Pace rail station to accommodate office development. It is therefore proposed to zone these lands for E2 industrial development.

Manager's Recommendation

Amend land use zoning map no 1 to zone these lands for E2 industrial development.

Submission Number 51

Douglas Hyde & Associates on behalf of Menolly Developments

Summary

- The entire Dunboyne Castle (incl. the hotel) lands have an area of c.36 hectares.
- Request to change the zoning of c.1.5 hectares of the lands from 'G1' (community, recreational and educational facilities) to 'C1' (Mixed Residential & Business)

Manager's Response

The Planning Authority is of the opinion that retention of these lands as community facilities is important in the context of the level of residential development at this location and the framework plan which was prepared to facilitate development at this location, identified these lands for community facilities.

Manager's Recommendation

No change.

Submission Number 52

Douglas Hyde & Associates on behalf of Royal Gateway Holdings Limited

Summary

Request to change the zoning of Royal Gateway lands from 'E1' (industrial and related uses subject to the provision of necessary infrastructure.) to 'E2' (light industrial and industrial office type employment in a high quality campus environment subject to the provision of necessary physical infrastructure.

Manager's Response

It is currently proposed that the lands be zoned objective 'E1' – "to provide for industrial and related uses subject to the provision of necessary infrastructure". This zoning objective allows for a range of land uses that are industrial in nature such as light and general industry and warehousing.

The proposed land use objective, 'E2' is "to provide for light industrial and industrial office type employment in a high quality campus environment subject to the provision of necessary physical infrastructure."

The range of land uses that would be facilitated by the requested zoning objective would be contrary to policies MOV POL 39 and MOV POL 40 which respectively seek to encourage the development of higher density employment uses such as office, retail and services within 1 kilometre of railway stations, 500 metres of bus stops and within existing and proposed town or village centres and encourage the development of lower density employment uses such as industrial, warehousing, logistics and distribution in close proximity to high capacity road networks.

Manager's Recommendation

No Change

Submission Number 53

Jim Brogan on behalf of Pdraig Tierney, Pacetown, Dunboyne

Summary

The lands comprise c.4.25 hectares consisting of a field and a house north west of the Pace Interchange.

This submission requests that area designated as Specific Objective 'F' – "to facilitate the phased development of a major town centre as designated in the retail Strategy for the Greater Dublin Area 2008-2016 in accordance with the provisions of a future Framework Plan" – be expanded northwards to incorporate the subject lands.

Alternatively, the submission requests that the lands be zoned to objective 'E2'

Manager's Response

The strategic importance of the lands the subject of this submission directly abutting the framework plan area is acknowledged. In particular their importance as potential future employment lands is recognised, it is therefore proposed to reserve these lands as strategic employment lands which will assist in the delivery of supporting sustainable employment easily accessed from the multi modal transport hub at this location. It is therefore proposed to amend the land use zoning map to identify these lands in this plan as white lands for strategic employment use predominantly for high end office development. having regard to their location a landmark building of high architectural merit should be provided and it is recommended that an objective e be attached requiring provision of same.

Manager's Recommendation

1. Amend land use zoning map no 1 to identify these lands as white lands for strategic employment use predominantly for high end office development, to be developed on a phased basis within the plan period.
2. Amend text of the plan to include an objective for the provision of a landmark building of high architectural merit
3. Denote above objective on land use map no 1.

Submission Number 54

Laurence Ward, Norman's Grove, Clonee

Summary

This submission seeks to have a 10 hectare land holding located to the north of the M3 to the south east of Bracetown Business Park zoned from agricultural use to objective 'E2'

Manager's Response

The submission has been considered in the context of the landbank of 'E2' lands north of Clonee and the lands in industrial use at Bracetown and the likely requirement for employment land over the term of the Local Area Plan.

The extent of lands identified for industrial and related uses in the Draft Plan are considered to be sufficient to accommodate the future employment requirements of the Corridor as set out in section 4.3 of the Draft Local Area Plan.

Manager's Recommendation

No Change

Submission Number 55

Laurence Ward, Norman's Grove, Clonee

Summary

This submission seeks to have 14.53 hectares of land in three parcels located around the northern side of the Pace Interchange on the M3 from agricultural use to objective 'E2'. The land areas are 1.12 hectares, 1.71 hectares and 11.7 hectares.

Manager's Response

The submission has been considered in the context of the landbank of 'E2' lands north of Clonee, the lands in industrial use at Bracetown and Piercetown and the likely requirement for employment land over the term of the Local Area Plan.

The extent of lands identified for industrial and related uses in the Draft Plan are considered to be sufficient to accommodate the future employment requirements of the Corridor as set out in section 4.3 of the Draft Local Area Plan.

Manager's Recommendation

No Change

**Submission Number 56
Summary**

Robert Keogh on behalf of Mrs Drennan, 'Spring wells', Dunboyne

- Total landholding of 1.31 hectares currently in agricultural use.
- Lands are adjacent Dunboyne Industrial Estate, IAAP lands and Pace station.
- Rezoning of lands to 'low density residential' sought.

Manager's Response

The lands in question are greenfield in nature and adjacent the existing built form of Dunboyne Business Park. Care must also be taken in locating residential development adjacent to 'E1' zoned lands, especially as they are not in close proximity to public transport facilities and town centre services.

Manager's Recommendation

No Change

Submission Number 59

John Henry, Dublin Transportation Office, Irish Life Centre, Abbey Street, Dublin 1

Summary

A preferred development scenario under the IFPLUT has yet to be agreed and it is anticipated that the study will be brought to completion in the coming months. It is therefore unclear how the preparation of the LAP has been guided by the work undertaken to date on the IFPLUT. For this reason, the DTO would not consider it possible at this stage to refer to (Draft) IFPLUT recommendations, in framing the Draft LAP's development objectives.

It needs to be stated that as a study in progress, any spatial strategy and associated policy objectives identified to date are subject to finalisation and agreement. The precise spatial strategy for the IFPLUT study area will only emerge on identification and agreement of a preferred development strategy.

It is the DTO's understanding that a Thematic Spatial Strategy for industrial and enterprise development has not yet been prepared and as such, has not been taken into consideration in the IFPLUT study to date.

As a preferred IFPLUT development strategy has yet to be agreed by the client (Meath CC and DTO), it is not possible to make such any assertion in relation to Pace. It is also worth noting that at this point, Pace has not been identified in either the County Development Plan or the RPG as a designated settlement / growth town.

In the context of the plan period (up to 2015), the proposed population growth / dwelling completion rate is ambitious in light of current trends. However, in light of committed rail infrastructure and service provision within the plan period, this could be seen as consistent with the RPG objective of consolidating population growth within the Metropolitan Area, in areas benefiting from high quality public transport services. It is also noted that the Plan proposes the phased release of land for development will be linked to the provision of necessary supporting infrastructure.

However, there appears to be little justification for the application of further 'headroom', let alone 50% headroom within this period of the Plan.

In light of short and longer term projections and the current status of Dunboyne as the designated retail centre for the Plan area, there would appear to be a strong case for the consolidation of retail growth within Dunboyne and other existing settlements such as Clonee. The scale of population growth envisaged within the Plan period and beyond would also appear to favour a retail floorspace growth which is well within the range specified for Level 3 centres.

It has been the longstanding view of the DTO that retail development within the GDA should not be planned for on the basis of a distribution of retail floorspace between the local authorities in the first instance, but on the basis of the GDA as a whole and should support the policies and objectives of the RPG and DTO Strategy.

It is not clear how the location of employment zoned areas E1 and E2 (industrial & related uses, industrial / office type employment in a high quality campus environment) to the east of the M3, including the extensive Piercetown lands, relate to this objective. None of these areas would be directly served by rail or contiguous to existing urban areas / zoned residential lands. Their primary locational attribute would appear to be their accessibility to the M3 motorway.

The DTO recommends that parking provision for new developments should be directly related to proximity to existing and future public transport and should not exceed the maximum standards set out in Table 6.2 of the Greater Dublin Demand Management Study (GDDMS). This should be reviewed in the development plan standards.

Manager's Response

The Manager welcomes the submission of the Dublin Transportation Office.

It should be noted for the avoidance of doubt that the Draft Local Area Plan does not attach a land use zoning to the lands at Pace referred to in this submission. The Draft Local Area Plan attaches a specific objective to the lands. The specific objective states, "to facilitate the phased development of a major town centre as designated in the Retail Strategy for the Greater Dublin Area 2008-2016 in accordance with the provisions of a future framework plan".

Further, policy RET POL 5 states, *"Emerging preferred location for future Level 2 Centre: to facilitate development in accordance with an approved Framework Plan whose objectives will be the phased provision of: retail floorspace and associated facilities to include some high density residential development commensurate with population growth in the Local Area Plan period having regard to the commitment in the Regional Planning Strategy for Dunboyne to grow from a Level 3 to a Level 2 Centre gradually over a 15 – 20 year timeframe; high end office based employment uses at levels commensurate with its location and proximate to a public transport interchange; the provision of a pedestrian and cycle route over the M3 to lands to the east subject to the agreement of the National Roads Authority. The Framework Plan and final selection of the preferred location for future Level 2 Centre will also be subject to the ongoing IFPLUT, the 2007 – 2013 County Development Plan (as may be varied), the 2013 – 2019 County Development Plan, the Regional Planning Guidelines Review and the 2008 – 2016 GDA Retail Strategy."* Accordingly, the proposed specific objective, detailed below, represents the policy position of the County Council to establish the principle of securing the provision of the level two town centre at Pace.

It should be noted that the development of a major town centre in this location will be subject to a number of essential pre-requisites i.e. an approved framework plan, a detailed retail capacity assessment, the conclusions of the IFPLUT currently being finalised, the current County Development Plan (as may be varied) and its successor County Development Plan, the review of the Regional Planning Guidelines for the Greater Dublin Area and the Retail Strategy for the Greater Dublin Area 2008 – 2016."

Manager's Recommendation

Insert new Objective RET OBJ 1 as follows:

' A unitary framework plan for the designated level 2 centre at Pace will proceed in a timely fashion and will address land use, transportation, connectivity, urban design, recreation, implementation issues. Delivery of the centre shall be time lined and co-ordinated in tandem with infrastructural provision across the Corridor Area. In order to achieve the future target of 15,000 population within the life time of this LAP, it shall be a grounding objective of this plan to encourage development in a sustainable, co-ordinated and efficient manner where such development is facilitated and accompanied by the required infrastructure and services.'

Amend RET POL 5 as follows (amended text in italics):

Framework Plan for the emerging preferred location for future Level 2 Centre:

To facilitate development in accordance with an approved Framework Plan whose objectives will be the phased provision of the following:

- retail floorspace and associated facilities to include some high density *and other appropriate* residential development commensurate with population growth in the Local Area Plan period having regard to the commitment in the Regional Planning Strategy for Dunboyne to grow from a Level 3 to a Level 2 Centre gradually over a 15 – 20 year timeframe;
- high end office based employment uses at levels commensurate with its location and proximate to a *multi modal* public transport interchange;
- provision of a pedestrian and cycle route over the M3 to lands to the east subject to the agreement of the National Roads Authority.

The Framework Plan and final selection of the preferred location for future Level 2 Centre will also be subject to the ongoing IFPLUT, the 2007 – 2013 County Development Plan (as may be varied), the 2013 – 2019 County Development Plan, the Regional Planning Guidelines Review and the 2008 – 2016 GDA Retail Strategy.

(corresponding amendment in Section 9.3.7 for consistency)

Submission Number 60

Declan Brassil & Company on behalf of Hickwell Ltd and Hickcastle Ltd, Bracetown Business Park, Clonee

Summary

- Lands (c.40 ha) adjoin Bracetown Business Park and located c.1,100 metres from both the Dunboyne and Pace railway stations
- Partly in industrial use (The Hub Logistics Park) and partly in agricultural use.
- Accessed from the N3 and proposed M3 via the Kilbride Road.
- The lands are appropriate for a mixed-use employment precinct, comprising mainly light industrial, logistics and warehousing type uses
- Lands are intended to accommodate the planned expansion of the Hub Logistics Park and the LAP boundary through infill development.
- Planning permission has been obtained 's DA/50233 & DA/70042) for an 18,788 sq.m. logistics, warehousing and light industrial development over 7ha comprising 6 no. units (The Hub Logistics Park). This represents Phase 1 of the development of the larger landholding. Planning application Reg. Ref. DA/802999 is a live application for a ten year permission for the provision of services infrastructure to facilitate future expansion of the established Bracetown Business Park and the Hub Logistics Park. The proposed infrastructure includes: 2 no. internal roads and circulation including footpaths and lighting; vehicular access through the permitted Hub Logistics Park; drainage and water supply infrastructure; utilities infrastructure; power and telecommunications infrastructure; landscaping works including land forming and planting; and all associated and ancillary development and works; all on a site of approx 28.717 hectares (70.95 acres). The infrastructure is intended for Phase 2 of the Park.
- The Planning Authority requested further information on this application in December 2008.& landscaping which is intended for Phase 2 of the Park.

- Estimated that c.9,000 jobs will be required in the area at a population of 25,000; the lands could provide 1,240 jobs in warehousing/logistics/industrial (over 126,000 sq. m.) and office uses (12,000 sq. m).
- Compliance with existing policy stated, particularly Section 3.1.9 of the County Development Plan. The proposed uses would also be consistent with the E2 zoning objective.
- In reference to the 'sequential approach', the lands are in close proximity to Bracetown Business Park, Hub Logistics Park, and Damastown and would benefit from the generated economies of scale.
- The lands are physically suitable and ideally located to connect with existing water and roads infrastructure. Potable water will be drawn from new bored wells on the site.
- No significant habitats, protected structures or cultural heritage items are located on the site.
- The lands are outside the Section 49 boundary.
- Rezoning sought to objective 'E2' – "To provide for light industrial and industrial office type employment in a high quality campus environment subject to the provision of necessary physical infrastructure."

Manager's Response

It is recognised in Section 3.1.9 of the County Development Plan that there are a limited number of existing industrial estate type developments in the County outside of designated zoned industrial lands including Bracetown Business Park that have been established for a considerable period of time and offer employment opportunities for their rural catchments. It is the intention of the County Council to subsume those locations immediately adjoining Development or Local Area Plan boundaries where possible through the relevant Development Plan or Local Area Plan process. For other locations removed from Development or Local Area Plan boundaries, proposed expansions will be considered on their merits having regard to the other policies contained in this Development Plan and the proposed planning and sustainable development of the area. It is considered that acceptable development will be facilitated in this regard which is of a size, scale and character which would not negatively impact on the character and amenity of the surrounding area and is in accordance with the policies, requirements and guidance contained in the Development Plan. On this basis, inclusion of the above lands within the boundary of the Draft Local Area Plan and their rezoning for the required uses is considered appropriate.

Manager's Recommendation

Amend land use zoning map No 1 of the draft LAP to rezone the subject lands to Objective E2 – "To provide for light industrial and industrial office type employment in a high quality campus environment subject to the provision of necessary physical infrastructure."

Submission Number 61

Anthony Goldsbury, 218 St Werburghs, Malahide Road, Swords, Co. Dublin

Summary

- The proposed town centre expansion designation at Pace would be contrary to the Retail Planning Guidelines
- The proposed future town centre at Pace would be a regional out-of-town shopping centre contrary to government and local authority policy.
- The Retail Strategy for the Greater Dublin Area indicates that the growth of Dunboyne to a level 2 centre over a 15-20 year period does not suggest that it should be located out of the town.
- The new centre would be wholly car dependent.
- The proposed future town centre at Pace would have a devastating impact on the existing centres in Dunboyne and elsewhere in the county, including Navan.
- The proposed centre appears to be far in excess of what is required for Meath given recent planning permissions.
- No assessment of retail need has not be carried out.
- No proper assessment of floor space requirements for the County has been undertaken and the assumptions underpinning the Retail Strategy for the GDA are fundamentally flawed.

Manager's Response

The provisions of the Draft Local Area Plan are consistent with the provisions of the County Development Plan. Objective SS OBJ 1 of the Plan is to prepare Local Area Plans for the urban centres identified in the Plan including a single plan for the Dunboyne/Clonee/Pace Corridor. This decision was based on the geographical proximity of the settlements to each other and to ensure that a wider spatial perspective would be applied rather than an examination of each settlement in isolation. The preferred emerging location for the future Level 2 Centre at Pace has been considered within this context.

Whereas the Pace centre is required to perform a regional comparison retail role, the Planning Authority does not accept the assertion that the proposed future town centre falls within the definition of a regional out-of-town shopping centre. Policy RET POL 5 of the Draft Plan clearly states that the future centre will provide for the phased provision of: retail floorspace and associated facilities including some high density residential development, high end office based employment uses at levels commensurate with its location and proximate to a public transport interchange. Regional shopping centres are defined as "*out-of-town retail malls generally of 50,000 square metres gross retail floorspace or more, typically enclosing a wide range of clothing and other comparison goods with extensive dedicated car parking. Regional shopping centres do not normally incorporate retail warehouses*". This is quite different from the mixed use employment and residential area that will be required at Pace.

Dunboyne is a Level 3 Centre Sub County Town Centre within the Metropolitan Area in the 2007 – 2013 County Development Plan and as a Level 3 Sub County Town Centre within the Metropolitan Area in the GDA Retail Strategy. The GDA Retail Strategy (Table 6.1) specifies that Dunboyne will develop over the next 15 - 20 years to a Level 2 centre. The provision of new floorspace of a scale necessary to meet the needs of a growing population in the most appropriate locations, maintaining the town's position as a Level 3 centre, and facilitating the future development of Dunboyne as a Level 2 Centre have fundamentally informed the approach taken in this Local Area Plan to the provision of additional retail floor

space in the Corridor. It should be noted that the Draft Local Area Plan does not attach a land use zoning to the lands at Pace referred to in this submission, but rather a specific objective to development a major town centre subject to a number of essential pre-requisites i.e. an approved framework plan, a detailed retail capacity assessment, the conclusions of the IFPLUT currently being finalised, the current County Development Plan (as may be varied) and its successor County Development Plan, the review of the Regional Planning Guidelines for the Greater Dublin Area and the Retail Strategy for the Greater Dublin Area 2008 – 2016.

The location and scale of retail development proposed within the Local Area Plan area was based on an assessment of the capacity of the existing land bank in Dunboyne and the wider Corridor to accommodate the anticipated retail provision. The lands currently available in the centre of Dunboyne are inadequate in terms of scale or location to allow for the growth from Level 3 to Level 2 status. The structure of Dunboyne is not conducive to significant expansion of the retail core. Lands to the north and south of Dunboyne comprise significant residential development. The western and eastern sides of Dunboyne are committed in the form of residential lands or green belt and flood plain. Lands to the north of Dunboyne at Pace were therefore identified as the most viable location for the required provision of comparison retailing in the Corridor over the medium and long term being available, readily accessible via high capacity rail and road links and are furthest from Blanchardstown compared to Dunboyne or Clonee.

The recommendation in the Retail Strategy for the GDA that Dunboyne will develop over the next 15 - 20 years to a Level 2 centre is evidently based on the conclusion that such growth will not impact negatively on the existing regional and sub-regional centres.

The development of the Level 2 centre is envisaged to take place over the lifetime of a number of Local Area Plans. In particular, the Plan clearly states that progressive growth to this level will occur over a 15 – 20 year timeframe beyond the lifetime of this Local Area Plan.

Manager's Recommendation

Insert new Objective RET OBJ 1 as follows:

' A unitary framework plan for the designated level 2 centre at Pace will proceed in a timely fashion and will address land use, transportation, connectivity, urban design, recreation, implementation issues. Delivery of the centre shall be time lined and co-ordinated in tandem with infrastructural provision across the Corridor Area. In order to achieve the future target of 15,000 population within the life time of this LAP, it shall be a grounding objective of this plan to encourage development in a sustainable, co-ordinated and efficient manner where such development is facilitated and accompanied by the required infrastructure and services.'

Amend RET POL 5 as follows (amended text in italics):

Framework Plan for the emerging preferred location for future Level 2 Centre:

To facilitate development in accordance with an approved Framework Plan whose objectives will be the phased provision of the following:

- retail floorspace and associated facilities to include some high density *and other appropriate* residential development commensurate with population growth in the Local Area Plan period having regard to the commitment in the Regional Planning Strategy for Dunboyne to grow from a Level 3 to a Level 2 Centre gradually over a 15 – 20 year timeframe;
- high end office based employment uses at levels commensurate with its location and proximate to a *multi modal* public transport interchange;
- provision of a pedestrian and cycle route over the M3 to lands to the east subject to the agreement of the National Roads Authority.

The Framework Plan and final selection of the preferred location for future Level 2 Centre will also be subject to the ongoing IFPLUT, the 2007 – 2013 County Development Plan (as may be varied), the 2013 – 2019 County Development Plan, the Regional Planning Guidelines Review and the 2008 – 2016 GDA Retail Strategy.

(corresponding amendment in Section 9.3.7 for consistency)

Submission Number 62

Janet O’Keefe, ‘Capstan’, Warrenstown, Dunboyne

Summary

Strongly objects to the proposal for any high rise buildings ‘on the outskirts of Dunboyne Village’ and wishes to be assured that traffic would not be increased on Kennedy Road.

Manager’s Response

The Planning Authority’s vision for the high density residential development states that higher densities up to 50 residential units per hectare may be permitted. Higher plot ratios will also be considered but will be design led rather than numerically prescribed. Developments will require the preparation of Framework Plan that will address issues such as the relationship of new development with existing residential properties, architecture, urban design, building height and massing. It would therefore be premature at this juncture to preclude buildings of more than two storeys in height from consideration. This typology may form part of the overall mix of residential properties on the lands; however they would be in appropriate locations that have regard to the overall layout of the lands.

Manager’s Recommendation

No Change

Submission Number 63

Janet O’Keefe, ‘Capstan’, Warrenstown, Dunboyne

Summary

This submission is made by a resident of Kennedy Road who seeks to have the speed limit on the road reduced and for its inappropriate use particularly by articulated lorries and through traffic stopped.

Manager's Response

The control of the speed of vehicles on public roads falls outside of the matters that may be addressed in a Local Area Plan as are controls on construction traffic (these are normally determined by conditions attached to a planning permission). However; if the construction traffic being referred to is not subject to such controls,

In terms of the contents of the Draft Plan, no further change in this regard can be recommended.

Manager's Recommendation

No Change

Submission Number 64

Janet O'Keefe, 'Capstan', Warrenstown, Dunboyne

Summary

This submission advises that at times of heavy rain water collects on part of Kennedy Road as it does not drain into the surface water drainage system due to what appears to be blockage or break in the drain.

Manager's Response

The investigation and repair of the surface water drainage system is an operational matter outside of those matters that may be addressed in a Local Area Plan.

Manager's Recommendation

No Change

Submission Number 65**John Spain Associates on behalf of Mark Elliott****Summary**

This submission seeks the rezoning of currently unzoned agricultural land to the south of Summerseat House, which is to the south west of Clonee, fronting onto the R149/ Ongar Road to either objective 'A2' – "To provide for new residential communities and community facilities and protect the amenities of existing residential areas" or 'A4' – "To provide for new mixed use development to include residential, retail and community facilities, neighbourhood facilities and employment uses utilising higher densities in accordance with approved Framework Plans and subject to the provision of the necessary infrastructure".

The lands are wholly within 1 kilometre of the rail line and accessed by and represent a logical extension of the Village. Reference to a Framework Plan being progressed in relation to the 'E2' zoned lands north of Clonee (submissions 28, 29 and 34) and the understanding that it proposes a new link road connecting the N2, N3 & N4. It is submitted that this road would make appropriate boundary for Clonee and should be routed by the subject lands. The site is also suitable for development in relation to a 'potential future rail stop' which would serve Clonee located near Stirling Bridge.

Manager's Response

The lands in question are important to the spatial development of Clonee Village; however, they are in agricultural use, do not adjoin Clonee Village and do not adjoin Dunboyne or Hansfield railway stations or have immediate access to any strategic transport infrastructure. Development of these lands in the short term would represent an expansion of the suburban development to the east.

Within the context of the life of the Draft Local Area Plan (up to 2015), the population growth target for that period and the available zoned and proposed zoned lands around the existing settlements and the railway stations, it is considered that it is not necessary to identify and zone lands for residential development in this Local Area Plan that may be required in the medium to long term.

Manager's Recommendation

No Change

Submission Number 66**John Spain Associates on behalf of Bennett Developments Limited and Kilsaran Group****Summary**

The lands comprise 92 hectares abutting the M3 currently zoned 'E2' light industry and industrial office. A Framework Plan has been prepared for the lands in association with Meath County Council. A planning application for phase 1 of the development of the lands 30.7 hectares of a larger 90 hectare landholding (DA70730) comprising industrial, light industrial and warehousing (74,334 sq. m. gross floor area) was refused by An Bord Pleanála on the grounds that it would be premature pending the determination of a road layout for the area, particularly for Clonee and the M3/N3 and the absence of proposals to link the site with the adjacent Damastown Industrial Estate in County Fingal; would be prejudicial to public health because the applicants have failed to submit details of foul and surface water drainage proposals; and would be contrary to the proper planning and sustainable development of the area due to deficiencies in the Environmental Impact Statement submitted.

- The phased release of serviced, zoned land is most appropriate for the IFPLUT area without zoning additional lands.
- The existing E2 zoning is not the most appropriate zoning for the lands.
- The mixed use commercial land uses set out in the Framework Plan are the most appropriate. The southern section will be developed for higher order mixed use commercial development while the northern section will be developed for light industrial, logistics and warehousing uses. A component of residential development should also be included.
- Enhanced vehicular interchange access from the N3/M3 is also necessary; a preliminary design is included which has been discussed with the Director of Services (Roads Infrastructure Department).

- The submission requests that the Draft LAP be amended as follows: -
 1. The existing E2 zoning objective should be amended to incorporate Industry (General), Industry (Light) and Warehousing as uses that will normally be acceptable.
 2. Inclusion of a specific objective to provide for an upgrade of the N3 Clonee Interchange to facilitate the development of the subject lands.
 3. The recommendations of the report commissioned jointly by Meath County Council, Fingal County Council and the NRA on how best to deliver inter-county road connections in this area should be incorporated into the Draft Local Area Plan.

Imaginative alternatives including Integrated Constructed Wetlands, on-site bore wells etc. to the short-to-medium term foul effluent treatment and potable water supply constraints and deficiencies need to be included in the Draft Plan.

Manager's Response

1. Land Use Zoning

The Manager accepts the merit of points raised in the submission regarding flexible in the current land use zoning matrix applicable to these lands. It is recommended that the northern section of the subject landholding be zoned for E1 land use as proposed on page 4 of the submission. It is also considered that Industry – Light, Logistics & Warehousing be included in the corresponding zoning matrix for E2 land use as 'will normally be acceptable'. It is not considered that the request to include 'Industry – General' or 'Industry '- Special' be acceded to as such uses can be provided on the lands zoned for E1 use. It is noted that a framework plan has been prepared for these lands in compliance with the current

land use zoning objective for the lands. The framework plan will need to be revisited to take account of the land use zoning cages recommended. therefore it is recommended that Section 9.3.7 Framework Plans of the draft LAP is amended to take account of these requirements.

2. Upgrade of the N3 Clonee Interchange

The Planning Authority accepts that there has been significant progress made with the National Roads Authority and Fingal County Council regarding the advancement of an improved roads layout for this area since the draft LAP was placed on public display, with particular reference to an upgrade of the Clonee / Castaheany junction. Based on the advances made in this regard, the Planning Authority are satisfied that the proposed Clonee / Castaheany junction upgrade can be shown diagrammatically on the Clonee Map No. 3. In addition it is considered appropriate that the text of the LAP state that the completion of these works is required in advance of development of the subject lands.

It is noted that there is significant consistency between the emerging options for a future N2 / M3 link from the Castaheany / Clonee junction to include local connections to Damastown with the main spine roads contained in the Framework Plan for Riverview Business Park (December 2007) Roads Strategy. The Planning Authority considers it pertinent to include these indicative strategic local roads layout on the Clonee Map No. 3 and a corresponding objective in the text of the LAP to include the co-operation with Fingal County Council of realising local connectivity between the subject lands and Damastown.

The following paragraph is proposed for inclusion in the text of the Lap with regard to the future funding of Clonee / Castaheany Junction Upgrade

Funding of Clonee / Castaheany Junction Upgrade

All of the above proposals (excluding works to N3 mainline) are dependent upon appropriate statutory approvals being obtained and funding being available. Where private sector development proposals are predicated upon or require the acceleration of implementation of these proposals, to the extent appropriate, the particular development concerned shall be required to provide funding or part funding for such implementation. This funding, required in accordance with Section 48 (2) (c) of the Planning & Development Act 2000 would not be included in and considered for off sets against the standard development contributions which are required pursuant to the County Meath Development Contributions Scheme 2004 or as may be subsequently reviewed / amended and will not be considered in the context of a separate S.49 contribution scheme for the corridor.

3. Services

The preparation of a Local Area Plan must be consistent with the policies and objectives contained in the County Development Plan. Section 4.6.5.1 of the County Development Plan deals with Interim & Permanent Water Services Arrangements. It is not considered appropriate to depart from the strategy outlined in Section 8.3 of the draft LAP and to accede to the request of the landowners with regard to a specific objective relating to on site solutions for water services infrastructure.

Manager's Recommendation

1. Amend land use zoning map no 3 and zone the northern section of the subject landholding for E1 land use as proposed on page 4 of the submission.
2. Industry – Light, Logistics & Warehousing to be included in the corresponding zoning matrix for E2 land use as 'will normally be acceptable'.
3. Amend Section 9.3.7 Framework Plans of the draft LAP is to take account of the requirement for a revised framework plan for these lands.
4. Amend Section 5.3 Roads and Transportation to include the following objectives:

MOV OBJ 1 : To implement the Strategy for National Road Improvements along the N3 from the tie in point of the M50 junction as upgraded to Littlepace Junction as agreed between Meath County Council, Fingal County Council and the National Roads Authority.

MOV OBJ 2: To implement, in consultation with the National Roads Authority, the upgrade of the Clonee / Castaheaney junction, as follows:

- Two new slips constructed at the Clonee Bridge to allow traffic merge onto the N3 eastbound and to allow N3 westbound traffic to exit at Clonee;
- Roundabouts at the junction to be enlarged as appropriate;
- Provision of a second bridge beside the existing Clonee bridge to accommodate a dual carriageway link between the junction roundabouts;
- These improvement works should be designed so as to allow Clonee Bridge be a potential location for their connection of the N2-N3 Link Road to the N3 and to allow the Link Road to continue on to the N4 corridor;
- These improvement works should be designed so as to allow Castaheaney Bridge to revert back to two ways.

Please refer to Map No. 3.

3. MOV OBJ 3 :The Local Roads Layout for the employment generating lands at Portan to the north east of the Clonee Bridge shall generally adhere to the layout shown on Map No. 3 Clonee, which roads layout has been agreed with the National Roads Authority and Fingal County Council. The Local Roads Layout shall make provision for connectivity between the subject lands and the adjoining industrially zoned lands at Damastown in the administrative area of Fingal County Council.

4. MOV OBJ 4: The Local Authority shall co-operate with Fingal County Council to achieve road connections between the employment generating lands at Portan, Clonee and the adjoining industrial development at Damastown. The development of the employment generating lands at Portan, Clonee shall ensure that the provision of such connectivity (or the reservation of lands to provide such connections) as part of their development proposals for the subject lands. Meath County Council is committed to use the statutory powers conferred under Section 212 of the Planning & Development Act 2000 to provide such connections within the administrative area of Meath County Council.
5. Include the following paragraph in the text of Section 5.3:

Funding of Clonee / Castaheany Junction Upgrade

All of the above proposals (excluding works to N3 mainline) are dependent upon appropriate statutory approvals being obtained and funding being available. Where private sector development proposals are predicated upon or require the acceleration of implementation of these proposals, to the extent appropriate, the particular development concerned shall be required to provide funding or part funding for such implementation. This funding, required in accordance with Section 48 (2) (c) of the Planning & Development Act 2000 would not be included in and considered for off sets against the standard development contributions which are required pursuant to the County Meath Development Contributions Scheme 2004 or as may be subsequently reviewed / amended and will not be considered in the context of a separate S.49 contribution scheme for the corridor.

Submission Number 67

Betty Galway-Greer, Rooske Lodge, Dunboyne

Summary

The submission seeks the removal of the proposed zoning of a section of land for community, recreational and educational facilities. The applicant of the view that while the proposed residential zoning to the south included in the Draft Local Area Plan at her request will address the concerns about anti-social behaviour at this location she is of the view that the other land proposed to be zoned is unnecessary

The applicant also seeks the omission of the proposed road across her lands

Manager's Response

The subject lands are currently zoned for community, recreational and educational facilities in the Development Plan, so the retention of this zoning reflects the on-going requirement for the provision of such lands within Dunboyne.

The road referred to is in fact an objective to provide a pedestrian path/cycleway that will connect the subject lands with the wider Dunboyne area and the railway station. The path/cycleway will contribute to the provision of passive surveillance and an amount of pedestrian through traffic as part of the proposed amenity corridor.

Manager's Recommendation

No Change

Submission Number 68

Health and Safety Authority

Summary

The Authority reiterates its advice to Planning Authorities on the contents of land use plans in respect of the Control of Major Accident Hazards involving Dangerous Substances Regulations ("SEVESO II" sites). In this regard the Authority would expect that the planning guidance contain:

- an indication of planning policy in relation to major accident hazard sites notified under the regulations
- the consultation distances supplied by the Authority to the Planning Authority in relation to such sites and that these distances are indicated on the plan maps
- a policy on the siting of new major hazard establishments
- mention of any notified sites

There are currently no SEVESO II establishments within the Local Area Plan area; however, there are four sites in north Blanchardstown/Damastown area within Fingal whose consultation zones may lie within the Draft Local Area Plan area. The Authority has provided details of these sites and the consultation zone distances.

Manager's Response

The EU Directive on the Control of Major Accident Hazards seeks to reduce the risk and to limit the consequences of accidents at manufacturing and storage facilities involving dangerous substances that present a major accident hazard. The Directive requires planning authorities to have regard to the potential effects of relevant development on the risks or consequences of a major accident for public health and safety, and the

need to maintain an appropriate safe distance of such establishments from residential areas, areas of public use, and areas of particular natural sensitivity.

In relation to the Prevention of Major Accidents (Control of Major Accident Hazards Involving Dangerous Substances) legislation, the policy of the County Council is set out in policies ED POL 67, ED POL 68, ED POL 69 and ED POL 70 in the County Development Plan as required by the Planning and Development Act 2000.

Manager's Recommendation

Amend land use zoning map no 3 to include consultation distances.

SECTION 3 - LIST OF THE PERSONS / BODIES WHO WERE INFORMED OF THE PREPARATION OF THE DRAFT LOCAL AREA PLAN UNDER THE STATUTORY PROCESS

Assistant Principal,
Spatial Policy,
Department of the Environment, Heritage
& Local Government,
Custom House,
Dublin 1.

Minister for Public Enterprise,
44 Kildare Street,
Dublin 2.

Department of Communications,
Marine & Natural Resources,
Leeson Lane,
Dublin 2.

Mr. John Wynne,
Assistant Principal,
Co-ordination Unit,
Planning Section,
Dept. of Education,
Tullamore,
Co. Offaly.

Office of Public Works
Newtown,
Trim,
Co. Meath.

Bord Failte,
Baggot Street Bridge,

Dublin 2.

Central Fisheries Board
Mobhi Boreen,
Glasnevin,
Dublin 9.

The Secretary for ESB,
ESB Head Office,
27 Lower Fitzwilliam Street,
Dublin 2.

Dublin Transport Office
Floor 3, Hainault House,
69-71 St. Stephens Green,
Dublin 2.

Commissioners of Public Works
51 St. Stephens Green,
Dublin

National Heritage Council,
Rothe House,
Parliament Street,
Kilkenny.

Health Board Executive,
North Eastern Area,
Headfort Place,
Kells,
Co. Meath.

Eastern Regional Fisheries Board,

15A Main Street
Blackrock
Co. Dublin.

National Roads Authority,
St. Martins House,
Waterloo Road,
Dublin 2.

Department of Arts,
Sports & Tourism,
Kildare Street,
Dublin.

An Taisce,
Tailors Hall,
Back Lane,
Dublin 8.

Dublin Regional Authority,
11 Parnell Square,
Dublin 1.

The Manager,
Development Applications Unit,
Department of the Environment
& Local Government,
Dun Sceine,
Harcourt Lane,
Dublin 2.

Minister for Education &
Science,
Secretarial Headquarters,
Marlborough St.,

Dublin 1.

Meath County Development Board,
County Hall,
Railway Street,
Navan,
Co. Meath.

National Parks & Wildlife Service,
Department of Environment, Heritage
& Local Government,
7 Ely Place,
Dublin 2.

Bus Eireann,
Broadstone,
Dublin 7.

An Taisce,
Gate Lodge,
Bective House,
Balgill,
Navan,
Co. Meath.

Mr. John Barry,
Manager of Capital Projects
Transmission Operations
Bord Gais Eireann,
Gasworks Road,
Cork.

Mr. Tadhg O'Mahony,
Regional Inspectorate,
Environmental Protection Agency, Inniscarra, Co. Cork.

