



# Appendix 3



# Meath County Development Plan 2021-2027

## BOOK 3

### SETTLEMENTS SUBMISSIONS ON VOLUME 2 (PART 1)



This book contains submissions relating to the following settlements;

South Drogheda Environs, Navan, Maynooth Environs  
Dunboyne/Clonee/Pace, Ashbourne, Trim, Kells and  
Dunshaughlin

***Note\* Submissions in each of the above settlements are presented in the number order within which they were received during public consultation on the Draft Plan***

***A full list of all submissions and their corresponding reference number have been listed in Appendix A – Book 5.***

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## REGIONAL GROWTH CENTRE

### SOUTH DROGHEDA ENVIRONS

<b>Submission No.:</b>	MH-C5-883
<b>Submitted by:</b>	VCL Consultants on behalf of Irene McKeown, Audrey McGeown and Una Sheridan
<b>Submission Theme(s):</b>	Zoning Objective – South Drogheda Environs
<b>Summary of Submission:</b>	
<p>This submission requests a change of zoning from E2/E3 General Enterprise &amp; Employment/Warehousing &amp; Distribution to A2 New Residential on lands at Lagavooreen.</p> <p>The submission states that there are many advantages to re-zoning the lands including:</p> <ul style="list-style-type: none"><li>• Strategic rezoning of lands and settlement hierarchy due to the site's location within existing development</li><li>• Contribute to alleviating the housing shortage through sustained urban planning and allocate housing to achieve the critical mass necessary to sustain high level services, community and recreational facilities</li><li>• Residential growth would be in a managed way due to the infill nature of the site</li><li>• The location and layout of the lands lends itself to develop the concept of live work both within a residence and in local shared hubs.</li><li>• Re-zoning the lands from E2/E3 to A2 (New Residential will assist in bridging the deficit created as a result of the delays in renewing the appropriate development plans for the area)</li><li>• The proposed development is considered sustainable as there is an identified need for housing in the area to sustain and grow communities</li><li>• The site is serviced by public piped utilities including foul drainage system and public water supply with sufficient capacity for the proposed development.</li><li>• The site has good transport links with bus and road network linking into the national networks</li><li>• Drogheda is an expanding settlement with a diverse range of services including schools, childcare, shops, restaurants, educational, cultural and recreational facilities and the development of the subject lands will support and enhance the services within the community.</li></ul>	
<b>Chief Executive's Response</b>	
<p>Pending the preparation of the joint Urban Area Plan, it is not proposed to make any amendments or alterations to the land use zoning for the South Drogheda Environs. The current zoning map and Development Strategy for the settlement will therefore remain in place until such a time as this Plan has been finalised.</p>	
<b>Chief Executive's Recommendation</b>	
<p>No change recommended.</p>	

<b>Submission No.:</b>	MH-C5-881
<b>Submitted by:</b>	Drogheda & District Chamber
<b>Submission Theme(s):</b>	Written Statement – South Drogheda Environs & various chapters
<b>Summary of Submission:</b>	
<p>This submission raises the following points;</p> <ol style="list-style-type: none"> <li>1. The growth rate of 30% is not enough and should be 50% for a city.</li> <li>2. The Plan has to be in full compliance with the NPF and RSES</li> <li>3. The listing of strategic development sites must include a site in Drogheda Southern Environs.</li> <li>4. Reference to the Written Statement and Zoning Map for Drogheda is missing from the introduction to the Plan.</li> <li>5. Lack of acknowledgment in the Plan that Drogheda is a regional driver for economic development.</li> <li>6. In the Plan introduction it references alignment of Kildare for planning of Kilcock and a similar reference should be included here for Louth and Drogheda.</li> <li>7. The Joint LAP should take precedence if there is a conflict between the LAP and the County Plan.</li> <li>8. Live-work communities should be encouraged.</li> <li>9. Having regard to the proximity to Dublin airport consideration should be given to aviation expertise in the area.</li> <li>10. No mention of the Drogheda to Mornington section of the Boyne Greenway – this is the section that will create the greatest modal shift.</li> <li>11. Lands should be reserved for a park and ride facility for the DART.</li> <li>12. In Table 2.4 of the Plan South Drogheda Environs and Laytown/Bettystown should be included as a settlement with a reserve of residential lands under the East Meath Municipal District.</li> <li>13. Emphasis should be widened on other enterprise zoned lands as well as the IDA lands.</li> <li>14. Need to ensure that there are sufficient residential zoned lands</li> </ol>	
<b>Chief Executive's Response</b>	
<ol style="list-style-type: none"> <li>1. The growth projections of 30% is in accordance with that detailed in the NPF and RSES.</li> <li>2. The Draft Plan is in full compliance with the RSES and the NPF and has been subject to assessment by EMRA and the OPR.</li> <li>3. The IDA Business &amp; Technology Park and lands in private ownership are identified as a Strategic Employment Site in South Drogheda and will be labelled so on the map. Pending the preparation of the Joint UAP, it is not proposed to make any amendments or alterations to the land use zoning map for the Southern Environs. The current zoning map and development strategy for the settlement will therefore remain in place until such a time as this Plan has been finalised.</li> <li>4. Section 1.5.1 'Existing Suite of Local Area Plan' refers to a Written Statement and Land Use Zoning Objectives Map being contained in Volume 2 for each settlement centre.</li> <li>5. Section 2.8.1.1 'Joint Urban Area Plan for Drogheda' and Section 3.4.2 'Settlement Hierarchy' and Section 3.4.6 'Regional Growth Centre' all refer to Drogheda as a 'Regional Growth Centre'. The significance of Drogheda nationally is recognised throughout the Plan and also in the written Statement for Southern Environs of Drogheda.</li> <li>6. Drogheda is designated as a Regional Growth Centre in the NPF and RSES and this designation is referenced in the Introduction Chapter and therefore the Draft Plan is aligned with the Louth County Development Plan.</li> </ol>	

7. Under provisions stipulated in the Planning and Development Act 2000 (as amended) (PDA 2000), when a Local Area Plan objective directly contravenes that of a Development Plan, the Development Plan must take precedence as the parent document.
8. The Settlement Strategy in this Plan is consistent with the approach set out in the NPF and RSES in that it will encourage consolidation of existing urban centres with an emphasis on delivering more compact growth. It supports the creation of sustainable 'live work' communities whilst also maximising on recent investment in physical and social infrastructure.
9. The Economy and Employment Strategy supports and promotes all forms of job creation and it is not considered necessary to contain a specific objective in relation to aviation job creation.
10. BLMD OBJ 11 contained in the BLMD Written Statement refers to the Boyne Greenway 'To support the development of the Boyne Greenway from Mornington to Drogheda in conjunction with the NTA, Failte Ireland and all relevant stakeholders, subject to obtaining all relevant environmental impact assessments / AA and consents. The provision of the Boyne Greenway will be subject to the outcome of the Appropriate Assessment process. This can also be referenced further when the Drogheda UAP is being prepared.
11. The Draft Plan, Chapter 5, MOV OBJ 7 states: 'To support the delivery of an additional train station in the Northern Environs of Drogheda as part of the future Joint Urban Plan'. There would be merit in including an objective to explore the feasibility of a train station as part of the Joint Urban Area Plan. The location of which could be explored at that time.
12. The East Meath area consists of Bettystown-Laytown-Mornington East and Donacarney Mornington. These areas were designated as a single settlement 'Laytown-Bettystown-Mornington-Donacarney' in the census. The NPF and RSES designated Drogheda as a Regional Growth Centre while MCC has designated BLMD as a self-sustaining town in accordance with the parameters as detailed in the NPF.
13. The IDA Business & Technology Park and lands in private ownership are identified as a Strategic Employment Site in South Drogheda. Pending the preparation of the Joint UAP it is not proposed to make any amendments or alterations to the land use zoning map for the Southern Environs. The current zoning map and development strategy for the settlement will therefore remain in place until such a time as this Plan has been finalised. The requirement for additional employment zoned lands will be assessed at this stage.
14. The Planning Authority are satisfied that there are sufficient lands zoned to facilitate the Core Strategy allocation of 1,631 units. Pending the preparation of the Joint Urban Area Plan, it is not proposed to make any amendments or alterations to the land use zoning map for the Southern Environs. The current zoning map and Development Strategy for the settlement will therefore remain in place until such a time as this Plan has been finalised.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-835
<b>Submitted by:</b>	Drogheda City Status Group
<b>Submission Theme(s):</b>	Written Statement – South Drogheda Environs
<b>Summary of Submission:</b>	

1. This submission states that there has been no co-operation or effort between the Elected Members and both Meath and Louth County Council's to work together for the mutual benefit of residents and businesses in both the Louth and Meath "sectors" of the Greater Drogheda Area.
2. Steps need to be taken urgently to create a Greater Drogheda Urban (GDA) Council with suitable representation from Drogheda; South Louth and East Meath.
3. Currently, over 80% of the Daytime Working Population of the Laytown-Bettystown-Mornington area must travel outside the area to secure employment, much of this entailing long commutes to the Dublin area, often by car leading to excessive morning and evening traffic through the village of Julianstown. In this rapidly growing area, the provision of suitable land with planning approval for industrial activity and professional services coupled with the creation of a Greater Drogheda Jobs Taskforce - should be given top priority.
4. In addition, there should be a physical presence on the part of LEO; IDA and Enterprise Ireland in the GDA –precise arrangements to be determined. Reflecting the number of heavy industries in the GDA, an EPA Regional Office should be established locally.
5. The Plan should also recognise the strategic importance of the Port of Drogheda for the entire Region and in that context, should advocate consideration being given to an "East Link" bridge from the Colpe area to cross the Boyne and connect with the future Port Access route.
6. A full time Tourism Officer needs to be located in the Drogheda
7. The Boyne Greenway needs to be expedited, and cycle lanes must become a priority for both residents and visitors to (esp.) Coastal East Meath.
8. Despite the contribution of the Irish to armies; navies and air forces worldwide as well as the distinguished roles undertaken at home and abroad by the Irish Defence Forces, the State does not have a National Museum of Military History. Such a facility, sensitively created by the OPW would be ideally located somewhere in the 500+ acre Battle of the Boyne site, displacing tourists and visitors from Dublin, which currently has three of the four National Museum locations.

#### **Chief Executive's Response**

1. Whilst there have been a number of meetings between Senior Officials from Meath and Louth County Councils, at the time of writing the timeframe for the preparation of this Joint Urban Area Plan had not been agreed. MCC are committed however to preparing the Joint UAP in conjunction with Louth County Council at the earliest opportunity.
2. This is outside of the remit of planning.
3. MCC are committed to reducing the level of outbound commuting from East Meath and the County as a whole. Two Strategic Employment Sites have been designated, one at Laytown adjoining the Rail Station and the other at the IDA Business Park at the Southern Environs of Drogheda. BLMD OBJ 5 also supports the provision of a co-working facility in East Meath.
4. The Meath LEO offers support to businesses county wide including the Southern Environs of Drogheda and East Meath. With regard to the IDA, Enterprise Ireland and the EPA, this is a not a matter for the Development Plan process and is a matter that should be addressed directly with the IDA, Enterprise Ireland and EPA.
5. Section 4.7.2.2 'Regional Growth Centre – Drogheda' references the role of Drogheda Port. The requirements for any future roadways/bridges will be assessed and considered as part of the LAP and Transport Study for the Southern Environs of Drogheda.
6. MCC have a full-time Tourism Officer whom works to develop and enhance the visitor facilities of the county, including the Southern Environs of Drogheda, and to

stimulate tourism growth in order to produce economic benefits for a particular region or site. There is also continuous and ongoing efforts between both Local Authorities in Meath and Louth to promote our counties tourism offering as part of Ireland Ancient East.

7. The Council will continue its efforts in the delivery of further greenway facilities in the County including all future phases of the Boyne Greenway subject to obtaining relevant consents. Significant progress has been made on the Boyne Greenway with funding secured under the National and Regional Greenway Fund to enable the advancement of plans for the Navan to Newgrange section. The Council has the opportunity to work in conjunction with Fingal and Louth County Council in relation to Joint proposals to develop a cycle route between Newgrange and Newbridge House and Donabate. In accordance with ED OBJ 75 it is an objective of the Council 'To deliver the Boyne Greenway from Oldbridge to Navan via Slane in conjunction with the NTA, Fáilte Ireland and all relevant stakeholders and subject to obtaining all relevant assessments and consents'.
8. This is a matter for the OPW being the landowners of the Battle of the Boyne lands.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-766
<b>Submitted by:</b>	Downey Planning, Chartered Town Planners on behalf of J Murphy Developments Ltd
<b>Submission Theme(s):</b>	Written Statement – South Drogheda Environs
<b>Summary of Submission:</b>	
This submission is the same as submission no. MH-C5-762.	
<b>Chief Executive's Response</b>	
See submission MH-C5-762.	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-762
<b>Submitted by:</b>	Downey Planning, Chartered Town Planners on behalf of J Murphy Developments Ltd
<b>Submission Theme(s):</b>	Land Use Zoning – South Drogheda Environs
<b>Summary of Submission:</b>	
This submission outlines the justification and planning rationale for an amendment to the density range set out in Section 2 of the South Drogheda Environs Written Statement which has a recommended density of future developments being set at a range of 35-45 units/ha.	
The submission outlines serious concern in relation to the density projections that are being sought within the South Drogheda Environs Written Statement and it is stated that densities of 40-45 units or more can only be achieved through the construction of apartments as opposed to housing layouts.	
While the rationale for achieving higher densities is noted and is supported in a general sense at national planning level, the submission states that it should not be strictly enforced outside of city	

centre locations where market conditions need to be considered.

It is submitted that it is not necessary for the Planning Authority to set out maximum density targets, particularly when the National Planning Guidelines suggest that it should not be done, but rather that while minimum targets are supported, higher density targets should be subject to various factors including proximity to public transport, infrastructure considerations, site context and of course high quality design. Rather, the Development Plan should seek to ensure that minimum densities are achieved and that the planning process allows sufficient space and flexibility to enable higher densities to be achieved on appropriate sites and through a high-quality design and place making process, rather than on a quantitative basis.

The submission states that the new Development Plan should only refer to a lower density range of approximately 35 units per hectare, which is in line with national planning policy.

#### **Chief Executive's Response**

Refer to submission no. MH-C5-816 recommendation no. 2 and Observation 12 of the OPR submission which addresses this issue and recommends amendments to permissible densities.

#### **Chief Executive's Recommendation**

Refer to submission no. MH-C5-816 which addresses this issue.

<b>Submission No.:</b>	MH-C5-758
<b>Submitted by:</b>	Downey Planning, Chartered Town Planners on behalf of J Murphy Developments Ltd
<b>Submission Theme(s):</b>	Land Use Zoning – South Drogheda Environs
<b>Summary of Submission:</b>	
<p>This submission outlines the justification and planning rationale for a proposed rezoning of approximately 7 hectares of lands at Beamore Road, Bryanstown, Drogheda from Objective G1 – Community Infrastructure to Objective A2 – New Residential.</p> <p>This submission has identified that the rezoning of the lands to residential use is in accordance with national, regional and local planning policy. Furthermore, the rezoning of the subject lands is justified on the following grounds:</p> <ul style="list-style-type: none"><li>• It is submitted that the rezoning of the subject lands will enable Drogheda, to develop in a sustainable and logical manner with all the necessary infrastructure to support the development of the lands.</li><li>• The rezoning of the subject lands will still facilitate the development of further community related infrastructure on the adjoining 6.5 hectares of land to the south, which would retain their G1 land use zoning.</li><li>• The lands were previously zoned for residential use and are not subject to any sensitive ecological, hydrological, flood risk, environmental, cultural, architectural or visual designations that would adversely affect residential development of the lands.</li><li>• The submission has identified that there are residential zoned lands at present within the Plan area that are actively being used for recreational purposes and as such will not be redeveloped into residential houses during the lifetime of the new Plan and as such need to be discounted from the Core Strategy projections.</li><li>• The Core Strategy relies on density figures that are simply not achievable within the Drogheda area as well as other regional locations outside of Dublin City Centre. Therefore, additional lands will be required in order to accommodate the housing needs</li></ul>	

of the growing population of Co. Meath.
<b>Chief Executive's Response</b>
Pending the preparation of the joint Urban Area Plan, it is not proposed to make any amendments or alterations to the land use zoning for the South Drogheda Environs. The current zoning map and Development Strategy for the settlement will therefore remain in place until such a time as this Plan has been finalised.
<b>Chief Executive's Recommendation</b>
No change recommended.

<b>Submission No.:</b>	MH-C5-616
<b>Submitted by:</b>	Brady Hughes Consulting on behalf of The McNeece Family
<b>Submission Theme(s):</b>	Land Use Zoning – South Drogheda Environs
<b>Summary of Submission:</b>	
<p>This submission relates to a landholding at Colpe/Stameen, Drogheda. The lands are divided into 4 portions based on land use zoning:</p> <ul style="list-style-type: none"> <li>• Approx. 34.83 Ha is zoned A2 (and includes a portion G1)</li> <li>• Approx. 13.07 Ha is zoned E2</li> <li>• Approx. 18.18 Ha is zoned F1</li> <li>• Approx. 3.39 Ha is zoned WL</li> </ul> <p>The submission supports Meath County Council's proposal to remove phasing barriers to the delivery of much needed housing in South Drogheda which is stated accords with National and Regional policies and with recent decisions issued by An Bord Pleanala for housing developments on what are currently 'Phase II lands'.</p> <ol style="list-style-type: none"> <li>1. The submission suggests that the inclusion of the term 'transitional arrangements' referring to an upcoming Urban Area Plan to be prepared jointly by Louth and Meath creates a barrier to development by unnecessarily introducing an element of uncertainty negatively impacting on the area's attractiveness from a funding and investment point of view. It stated that development, planning and servicing are high cost high risk activities, and 'transitional' policy objectives will naturally cause activity to pause until clarity is provided and that any policy that has the potential to delay or restrain necessary investment would be contrary to the objectives of the RSES, Rebuilding Ireland and Government Policy as it would negatively impact on the pace of delivery of housing in a Regional Growth Centre in the midst of a well-documented housing crises.</li> <li>2. Given the planned Dart Extension to Drogheda, and in the interest of sustainable development and the move away from reliance on car-based transport, the submission states that a DART stop should be provided at the Southern edge of the town between planned employment hub and residential communities. It is stated that the Draft Plan should provide a specific objective at Chapter 5, and in the Draft Written Statement for South Drogheda that a new Dart Station be opened at South Drogheda at Colpe (similar to the objective to open a Dart Station in Bettystown).</li> </ol>	
<b>Chief Executive's Response</b>	
Refer to Submission no. MH-C5-381 which addresses these items.	
<b>Chief Executive's Recommendation</b>	



See submission no. MH-C5-381 in relation to the proposed amendment addressing item no. 1 above.

<b>Submission No.:</b>	MH-C5-557
<b>Submitted by:</b>	Brady Hughes Consulting on behalf of Shannon Homes Ltd
<b>Submission Theme(s):</b>	Land Use Zoning – South Drogheda Environs
<b>Summary of Submission:</b>	
<p>This submission relates to a landholding at Colpe /Stameen in an area identified as the Mill Road/Marsh Road Character Area in the South Drogheda Environs Local Area Plan. The land holding extends to Approx. 30 hectares. The proposed zoning is WL and A2.</p> <p>The submission supports Meath County Council’s proposal to remove phasing barriers to the delivery of much needed housing in South Drogheda which is stated accords with National and Regional policies and with recent decisions issued by An Bord Pleanala for housing developments on what are currently ‘Phase II lands’.</p> <ol style="list-style-type: none"> <li>1. The submission suggests that the inclusion of the term ‘transitional arrangements’ referring to an upcoming Urban Area Plan to be prepared jointly by Louth and Meath creates a barrier to development by unnecessarily introducing an element of uncertainty negatively impacting on the area’s attractiveness from a funding and investment point of view. It stated that development, planning and servicing are high cost high risk activities, and ‘transitional’ policy objectives will naturally cause activity to pause until clarity is provided and that any policy that has the potential to delay or restrain necessary investment would be contrary to the objectives of the RSES, Rebuilding Ireland and Government Policy as it would negatively impact on the pace of delivery of housing in a Regional Growth Centre in the midst of a well-documented housing crises.</li> <li>2. Given the planned Dart Extension to Drogheda, and in the interest of sustainable development and the move away from reliance on car-based transport, the submission states that a DART stop should be provided at the Southern edge of the town between planned employment hub and residential communities. It is stated that the Draft Plan should provide a specific objective at Chapter 5, and in the Draft Written Statement for South Drogheda that a new Dart Station be opened at South Drogheda at Colpe (similar to the objective to open a Dart Station in Bettystown).</li> </ol>	
<b>Chief Executive’s Response</b>	
<p>Refer to submission no. MH-C5-381 which addresses these items.</p> <p><b>Other items</b></p> <ul style="list-style-type: none"> <li>• In relation to these lands it is noted that planning permission has been granted for a large office development on the WL zoning (LB/180620). On the basis of the grant of planning permission it is considered appropriate to amend the zoning of this permitted office development from WL to E2 General Enterprise and Employment.</li> <li>• A section of the proposed link road (720 metres in total) was also permitted under LB/180620 and this road is currently under construction. The alignment and section permitted should be indicated on the Land Use Zoning Map and Legend.</li> </ul>	



It is noted that there is a current active SHD on the lands to the north of the WL.

It is also noted that a new school site granted (LB190739) - the provision of a temporary post primary school by way of construction of 3no. prefabricated buildings (c 190 Sq. Mtrs 239 Sq. Mtrs & 469 Sq.Mtrs) on a defined site area (c. 0.643Ha).

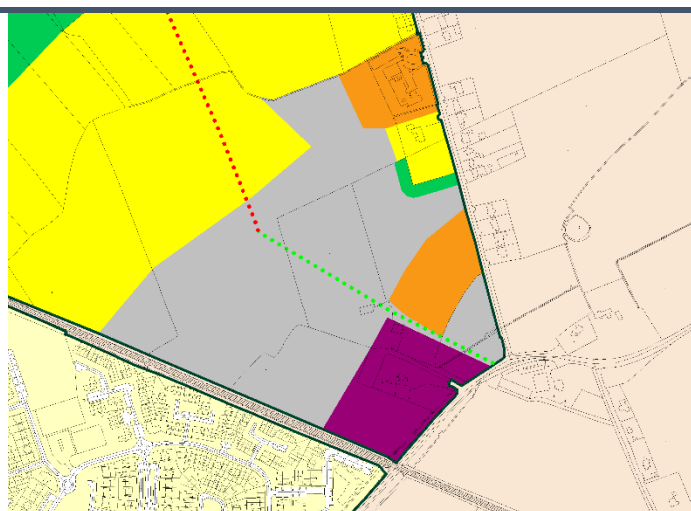
It is therefore considered appropriate to change school zoning from WL to G1 on basis of granted planning permission (LB/190739).

#### **Chief Executive's Recommendation**

1. On the basis of the grant of planning permission, it is considered appropriate to amend the zoning of the permitted office development from WL to E2 General Enterprise and Employment.
2. A section of the proposed link road (720 metres in total) was also permitted under LB/180620 and this road is currently under construction. The alignment and section permitted should be indicated on the Land Use Zoning Map and Legend as a permitted road and under construction.
3. The zoning New school site granted (LB190739) should be amended from WL to G1 on basis of granted planning permission.
4. Add MP boundary around these lands as per existing Drogheda LAP



Draft Plan Land Use Zoning Map



Proposed amended Land Use Zoning Map

<b>Submission No.:</b>	MH-C5-533
<b>Submitted by:</b>	Brady Hughes Consulting on behalf of Irene Sands
<b>Submission Theme(s):</b>	Zoning Objective – South Drogheda Environs
<b>Summary of Submission:</b>	
<p>This submission relates to a landholding at Colpe at South Drogheda, adjacent to the Settlement Boundary of South Drogheda and to that of Donacarney.</p> <p>The submission states that the site is strategically located along the Dublin Belfast railway line, in close proximity to permitted employment uses of scale, next to new and permitted schools, between the two biggest settlements in the area (Drogheda and BLMD). The submission suggests that the subject lands are a suitable site for a Dart Station which would have sufficient lands surround it to act as an important park and ride facility and transport hub generally and that they should be designated as a strategic land reserve and given a White Lands zoning objective, so as to identify them for future strategic uses and at the same time protect them from inappropriate uses.</p>	
<b>Chief Executive's Response</b>	
<p>Pending the preparation of the joint Urban Area Plan, it is not proposed to make any amendments or alterations to the land use zoning for the South Drogheda Environs. The current zoning map and Development Strategy for the settlement will therefore remain in place until such a time as this Plan has been finalised.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-391
<b>Submitted by:</b>	Brady Hughes Consulting on behalf of John Levins
<b>Submission Theme(s):</b>	Land Use Zoning – South Drogheda Environs
<b>Summary of Submission:</b>	
This submission relates to lands at Lagavooren in the South Drogheda Environs. The submission	

states that the majority of the lands are zoned as E2 – General Enterprise & Employment. The remainder of the lands to the north east of the landholding are zoned as F1 Open space with a smaller plot to the north Zoned A1 at the junction of the local access road with the R152 Platin Road.

This submission requests the following amendments;

1. Provide the E2 lands at Legavooreen with a Masterplan Objective to ensure the proper co-ordinated delivery of these important employment use lands.
2. The E2 Lands referred should be designated as a Strategic Employment Site. (Navan and Kells each have two designated sites; Drogheda as a Regional Growth Centre should be able to sustain two such designations).
3. The Land Use Zoning Map and the Written Statement should be updated to take account of the potential permeability and traffic carrying capacity that could be delivered along the existing link road connecting the R108 to the R152. This road to the north of what considered to be an important strategic employment site is a narrow country lane but can easily widened and upgraded into undeveloped lands along its frontage.

#### **Chief Executive's Response**

Pending the preparation of the joint Urban Area Plan, it is not proposed to make any amendments or alterations to the land use zoning for the South Drogheda Environs. The current zoning map and Development Strategy for the settlement will therefore remain in place until such a time as this Plan has been finalised. Transport requirements will be assessed as part of the Transport Study which will be prepared for Drogheda in conjunction with Louth County Council.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-381
<b>Submitted by:</b>	Brady Hughes Consulting on behalf of The Farrellys
<b>Submission Theme(s):</b>	Land Use Zoning – South Drogheda Environs
<b>Summary of Submission:</b>	
<p>This submission relates to a landholding at the South Environs of Drogheda. The submission supports Meath County Council's proposal to remove phasing barriers to the delivery of much needed housing in South Drogheda which is stated accords with National and Regional policies and with recent decisions issued by An Bord Pleanala for housing developments on 'Phase II lands'.</p> <ol style="list-style-type: none"> <li>1. It is suggested that the inclusion of the term 'transitional arrangements' referring to an upcoming Urban Area Plan to be prepared jointly by Louth and Meath creates a barrier to development by unnecessarily introducing an element of uncertainty that will affect the area's attractiveness from a funding and investment point of view. It is stated that development, planning and servicing are high cost high risk activities, and 'transitional' policy objectives will naturally cause activity to pause until clarity is provided and any policy that might result in unwarranted delay would be contrary to the objectives of the RSES and would be unhelpful with respect to delivery of housing in a Regional Growth Centre during a well-documented housing crises.</li> </ol>	

2. Given the planned Dart Extension to Drogheda, and in the interest of sustainable development and the move away from reliance on car-based transport, a DART stop should be provided at the Southern edge of the town.
3. The submission notes that there is an Indicative Transport Route running east west from Colpe to the Platin Road M1 interchange and this is welcomed as a long-term traffic management solution. Presently however it is stated there are serious traffic problems associated with the lack of this connection. As an interim supporting measure, it is suggested that the road linking the Beamore Road with the Platin Road could be upgraded, and extended through the Coreet Development (currently under construction) to link with Bryanstown Cross route and a specific objective should be included in the Written Statement for South Drogheda that will require the upgrading of the existing section of road and connection with the Bryanstown neighbourhood.

#### **Chief Executive's Response**

1. Whilst there have been a number of meetings between Senior Officials from Meath and Louth County Councils, at the time of writing the timeframe for the preparation of this Joint Urban Area Plan had not been agreed. It is acknowledged that any amendments to the land use zoning strategy for the Southern Environs of Drogheda would be premature pending the preparation of this Joint Plan. However the Council also recognises that Drogheda is one of the principle areas for population and economic growth in the Eastern and Midland Region outside Dublin.  
Taking this into account it is important that land use availability is reflective of its position in the settlement hierarchy and its anticipated role in the future growth and development of the Region, which is to act as a regional driver of economic growth. The 'Residential Phase II' designation on the A2 'New Residential' lands in the Southern Environs of Drogheda has therefore been removed with these A2 'New Residential' land retained and being made available for development.  
As part of the Joint Urban Area Plan process a more detailed examination of the quantum of residential and employment zoned lands, in addition to open space and community infrastructure, will be carried out. Pending the completion of this process the Council will closely monitor development activity in the area. It is however agreed that the wording 'transitional arrangement' introduces an element of uncertainty and should be removed from the Written Statement.
2. The Draft Plan, Chapter 5, MOV OBJ 7 states: 'To support the delivery of an additional train station in the Northern Environs of Drogheda as part of the future Joint Urban Plan'. There would be merit in including an objective to explore the feasibility of a train station as part of the Joint Urban Area Plan. The location of which could be explored at that time.
3. The proposed link road will facilitate the connection of the R132 with the M1 and will also facilitate the development of the substantial land bank to the north. The delivery of this roadway is promoted as a key strategic roadway as per MOV OBJ 49 in Chapter 5 of the Draft Plan. This road will be developer driven and it will be a requirement that facilities for pedestrian and cyclists will be segregated from traffic.

It is noted that these lands are subject to an agreed Masterplan which is not identified on the

Land Use Zoning Map. It will be a recommendation to identify same on the zoning map.

### Chief Executive's Recommendation

1. Remove the term 'transitional arrangement' from Section 2.8.1.1 page 29 from the Written Statement Volume 1 - 'This ~~'transitional arrangement'~~ will ensure there is sufficient land available to facilitate population growth and economic development based on its designation as a Regional Growth Centre'.
2. MP1 boundary and label to be inserted on the Land Use Zoning Map for the subject lands
3. Detailed below is an updated list all Masterplans which have been re-numbered to run sequentially from the top tier settlements to the lower tier settlements. The renumbering of the Masterplan numbers is required to prevent confusion arising from a number of masterplans with the same name within settlements. The old reference number and new reference number are detailed in the table. This table will be inserted into Chapter 11 of Volume 1 and will also be uploaded on the County Council website and updated accordingly. The written text within Volume 1 and Volume 2 (Settlements) and Land Use Zoning Maps will be updated accordingly to correspond with the new Masterplan numbering.

Draft Plan Masterplan Reference	New Reference	Address/Location	Settlement
MP 1	MP 1	Abbeylands/Blackcastle Demense, north or the River Blackwater and the R147, east of the N51 at the bottom of Flower Hill, includes Elliotts Mill	Navan
MP 2	MP 2	Abbeyland South, north of R147, includes Balmoral Industrial Estate	Navan
MP 3	MP 3	Abbeylands, located between Blackwater Public Park and former Kingscourt Rail Line	Navan
MP 4	MP 4	Clonmaggaden, north of link road between Proudstown Road and Ratholdron Road and south of Kilsaran Lane	Navan
MP 5	MP 5	Blackcastle Demesne, area surrounding Blackcastle House, north of the River Boyne	Navan
MP 6	MP 6	Townparks, located between Carriage Road, Trim Road and Dan Shaw Road	Navan
MP 7	MP 7	Townparks/Robinrath, located between Athboy Road and M3 north link road, north of Mullaghboy Industrial Estate	Navan

MP 8	MP 8	Balreask Old/Limekilnhill, between Trim Road and former Navan-Dublin Rail line	Navan
MP 9	MP 9	Pairc Tailteann Lands	Navan
MP 10	MP 10	Balreask Old, lands between Trim Road, Borallion Road and former Navan-Dublin Rail line	Navan
MP 11	MP 11	Nevinstown/Windtown, south of Ratholdron Road and north of River Boyne	Navan
MP 12	MP 12	Athlumney, Alexander Reid, Bailis, Farganstown and Ballymacon, between Kentstown Road and Navan-Drogheda Rail line	Navan
MP 13	MP 13	Balreask Old, lands between Trim Road and Commons Road	Navan
MP1	MP14	Colpe, lands to the north of Mill Road and south of Marsh Road	South Drogheda Envs
MP2	MP15	Bryanstown, lands served by Bryanstown and Beymore Roads	South Drogheda Envs
MP 1	MP16	Moygaddy Lands	Maynooth Envs
MP 2	MP17	Carton Demesne lands	Maynooth Envs
MP 1	MP18	Milltown, south of Ashbourne, off the N2	Ashbourne
MP 2	MP19	Rath, to north of Ashbourne, off the N2	Ashbourne
MP 3	MP20	Donaghmore/Milltown, south of Ashbourne, west of the N2 and north of the R125	Ashbourne
MP4	MP21	MP21 is reserved for future lands	Ashbourne
MP 1	MP22	Dunboyne North	Dunboyne
MP 2	MP23	Bracetown/Gunnocks	Dunboyne
MP 3	MP24	Pace, between Piercetown and Bracetown, east of the M3 Motorway.	Dunboyne
MP 1	MP25	The Backlands	Kells
MP 2	MP26	The Frontlands	Kells
MP 3	MP27	East of Kells Business Park	Kells
MP 4	MP28	Headfort Demesne, south of R147	Kells
MP 1	MP29	Newtown, lands between Navan and Dublin Roads	Trim

MP 2	MP30	Former Potterton Cattles Sales, lands between Kinnegad and Longwood Roads	Trim
MP 1	MP31	Johnstown, lands to the north of R148	Enfield
MP 1	MP32	Fairyhouse/Tattersalls and lands to the north	Ratoath
MP 2	MP33	Commons/Ratoath, south of Ratoath	Ratoath
MP 3	MP34	Jamestown, east of Ratoath, served by RORR	Ratoath
MP 4	MP35	Ratoath, lands east of Ratoath, north of R125	Ratoath
MP 5	MP36	Commons, south of Ratoath	Ratoath
MP1	MP37	Oldcastle, the rear of Cavan and Cogan St.	Oldcastle

<b>Submission No.:</b>	MH-C5-365
<b>Submitted by:</b>	Brady Hughes Consulting on behalf of Shannon Homes Ltd
<b>Submission Theme(s):</b>	Land Use Zoning Objective – Southern Environs of Drogheda

**Summary of Submission:**

This submission relates to a landholding of 17 acres at the Colpe Road, R132 Junction in Drogheda Environs. The submission states that the lands are located at a key transport node in South Drogheda and have significant development potential and that they should be included within the development boundary of Drogheda, a Regional Growth Centre. It is stated that the changes suggested, will provide protection to a significant number of residential properties by taking them inside the development boundary and providing appropriate A1 zoning and that the White Lands zoning requested for the lands will simply identify this location as having the strategic potential that the landowner believes it has.

The submission requests the following amendments to the Land Use Zoning Map:

1. Extend the Development Boundary to include existing residential development around the R132/Colpe Rd/Beymore Rod Junction.
2. Provide all the existing residential lands within the extended boundary with an A1 Existing Residential zoning objective.
3. Provide the church on Colpe Rd with G1 or other appropriate zoning protection.
4. Designate the lands as White Lands, a strategic land reserve, so that it is protected from inappropriate uses and so that its use can be determined as opportunities for Drogheda's growth and integrated transport needs can develop.

The submission states that the lands have strategic importance and would be suitable for a



number of uses including park and ride facilities, bus transfer hub, petrol filling and service station, Community Services, Retail Warehousing, Healthcare, etc and we believe that the Draft CDP should be amended to reflect this potential opportunity. The submission also states that the Draft CDP should be amended to provide for a new Rail/Dart station at Colpe.

#### **Chief Executive's Response**

Pending the preparation of the joint Urban Area Plan, it is not proposed to make any amendments or alterations to the land use zoning for the South Drogheda Environs. The current zoning map and Development Strategy for the settlement will therefore remain in place until such a time as this Plan has been finalised. There are no lands zoned to the south of Southgate and there are existing zoned lands for employment purposes within the Southern Environs of Drogheda development boundary.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-362
<b>Submitted by:</b>	Brady Hughes Consulting on behalf of Shannon Homes Ltd
<b>Submission Theme(s):</b>	Land Use Zoning – South Drogheda Environs
<b>Summary of Submission:</b>	
It is requested that this submission is dis-regarded and replaced with submission no. MH-C5-557.	
<b>Chief Executive's Response</b>	
Refer to submission no. MH-C5-557.	
<b>Chief Executive's Recommendation</b>	
No change required.	

<b>Submission No.:</b>	MH-C5-260
<b>Submitted by:</b>	Paul Matthews
<b>Submission Theme(s):</b>	Rural Development Strategy Chapter
<b>Summary of Submission:</b>	
This submission relates to;	
<p><b>Rural housing</b> - The submission states that the Section on Rural Housing requiring a person to be a landowner of 25 acres or more needs to be dropped from the plan and this only suits farmers and or those who own land.</p> <p>It is stated that the sensible option is to approve houses for those who were born and grew up in a rural area of Meath. MCC should play their part in securing the futures of rural villages/towns and businesses, schools etc.</p> <p><b>Link Road</b> - The link road indicated on the South Drogheda Environs map which is marked from the Stameen/Colpe area to exit the M1 roundabout near Platin Cement Factory, passing through Bryanstown Townland and close to Beamore is uncalled for. The government is promoting Climate Protection, Habitat Protection. Yet this road would cut a swathe through land full of land</p>	



beneficial to Climate Protection.

#### **Chief Executive's Response**

**Rural Housing** – National and Regional Planning guidance directs Local Authorities to sustainably manage future rural housing development. To this end proactive measures are set out in the Draft Plan to promote nucleation in rural villages and rural nodes which will ultimately help reduce sprawl and allow for more efficient and sustainable use of resources.

The current rural housing policy is not compliant with National and Regional Planning Guidance. Continuation of current levels of rural housing will result in irreversible damage to the rural environment including water quality and landscape character, further promoting unsustainable travel patterns will continue to have detrimental impacts on the need to reduce carbon emissions.

The Draft Plan seeks to create opportunities for farm families to reside in a rural environment where they can contribute to the social capital of rural areas. The Draft Plan seeks to secure the long term vitality and viability of rural nodes by facilitating the housing needs of non land owning rural dwellers in the extensive network of rural nodes. The Draft Plan offers an opportunity to consider locating in a rural node within a 12km radius of original homestead. In addition the network of nodes has been examined and updated to ensure increased development opportunities at such locations for a range of categories of potential rural applicants as set out in the Rural Development Strategy of the Draft Development Plan.

In conclusion, it is recommended that the rural housing policy as set out in this Draft Development Plan offers the best opportunity to comply with National and Regional policy while addressing the needs of rural communities to greatest possible extent.

**Link Road** – The link road will facilitate the connection of the R132 with the M1 and will also facilitate the development of the substantial land bank to the north. The delivery of this roadway is promoted as a key strategic roadway as per MOV OBJ 49 in Chapter 5 of the Draft Plan. This road will be developer driven and it will be a requirement that facilities for pedestrian and cyclists will be segregated from traffic.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-890
<b>Submitted by:</b>	Shay Scanlon Architect on behalf of Paul Murray
<b>Submission Theme(s):</b>	Land Use Zoning – Drogheda Southern Environs
<b>Summary of Submission:</b>	
<p>This submission relates to lands located to the west of South Drogheda Environs currently zoned for E1 as a Strategic Employment Location. The submission seeks that this zoning be amended to provide for A2 – New Residential.</p> <p>The submission considers the rezoning is acceptable for the following reasons;</p> <ul style="list-style-type: none"><li>• The lands are in private ownership and unencumbered;</li><li>• Available for development on receipt of appropriate zoning;</li><li>• All necessary services needed are available;</li></ul>	

- Will consolidate the existing residential development on adjoining lands;
- The proposal supports many objectives of the proposed draft development;
- Location accessible to all key services and amenities;
- Many residential zoned lands in the South Drogheda Environs are either encumbered or have difficulty accessing services;
- The appropriate zoning for the site is A2 New Residential

#### **Chief Executive's Response**

Pending the preparation of the joint Urban Area Plan, it is not proposed to make any amendments or alterations to the land use zoning for the South Drogheda Environs. The current zoning map and Development Strategy for the settlement will therefore remain in place until such a time as this Plan has been finalised. The subject lands form part of a designated Strategic Employment Site for South Drogheda and to rezone these lands would be contrary to STH DRO OBJ 2 'To support the sustainable development of existing zoned lands in the Southern Environs of Drogheda with a particular emphasis on the promotion of the IDA Business Park as a location for strategic economic investment and the creation of compact, residential communities in key locations in proximity to established residential areas and transport hubs'.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-819
<b>Submitted by:</b>	The Mill Enterprise Hub
<b>Submission Theme(s):</b>	Written Statement
<b>Summary of Submission:</b>	
<p>This submission relates to The Mill Enterprise Hub in Drogheda which was set up in 2014 to support start-ups and scaling companies in Drogheda, East Meath and South Louth and now has over 35 companies.</p> <p>This submission is seeking;</p> <ol style="list-style-type: none"> <li>1. A specific timeline for the development of a new Joint Urban Area Plan.</li> <li>2. Redress the wording in SH OB17 to take note of the urgency required in preparing the Joint Urban Area Plan.</li> <li>3. The Southgate region should be specified as part of the 5 strategic zones on page 91</li> <li>4. The M1 Payments Corridor Initiative to develop the Fintech cluster from Dublin to Belfast should be specifically promoted on page 101.</li> <li>5. MCC need to provide adequate enterprise support facilities for the targeted growth in the area.</li> <li>6. The target growth of 30% for Drogheda region is not appropriate as Drogheda and its hinterland now exceeds the population required for a city – growth projections of 50% should be applied.</li> <li>7. Each time the NPF is mentioned it states that the Plan will comply 'in as far as practical' with the NPF – it is required that the Plan is in full compliance with the NPF.</li> <li>8. Draft Plan's initial consideration of the NPF and RSES does not reflect the national growth status of Drogheda</li> <li>9. STD DRO OBJ 2 may need to be widened to include other zoned enterprise areas as Amazon will use a significant quantity of the IDA Business Park.</li> <li>10. The opportunity to partner with Meath LEO as part of ED OBJ 17 would be welcomed.</li> <li>11. ED OBJ 18 is welcomed.</li> </ol>	

### Chief Executive's Response

1. Whilst there have been a number of meetings between Senior Officials from Meath and Louth County Councils, at the time of writing the timeframe for the preparation of this Joint Urban Area Plan had not been agreed.
2. SH OBJ 17 refers to the review of the Housing Strategy two years after the adoption of the development Plan as part of the mandatory Two Year Development Plan review. It is not considered necessary or appropriate to redress the wording of this objective to take note of the urgency required in preparing the Joint UAP.
3. The IDA Business & Technology Park and lands in private ownership are identified as a Strategic employment site in South Drogheda. Pending the preparation of the Joint UAP, it is not proposed to make any amendments or alterations to the land use zoning map for the Southern Environs. The current zoning map and development strategy for the settlement will therefore remain in place until such a time as this Plan has been finalised.
4. It is agreed that reference to the 'M1 Payments corridor' should specifically be detailed and promoted within the Development Plan.
5. The Meath Local Enterprise Office (LEO) was established with the goal of assisting enterprise development in the county through the creation of an enterprise culture, the provision of advice and support and the granting of financial aid. The Meath LEO can assist in the establishment and growth of eligible new and existing small businesses in County Meath.
6. The growth projections of 30% is in accordance with that detailed in the NPF and RSES.
7. The Draft Plan is in full compliance with the RSES and the NPF. Section 10 (1A) of the PDR Act 2000, as amended, states that *"The written statement referred to in subsection (1) shall include a core strategy which shows that the development objectives in the development plan are consistent, as far as practicable, with national and regional development objectives set out in the National Planning Framework and the regional spatial and economic strategy and with specific planning policy requirements specified in guidelines under subsection (1) of section 28."*
8. Section 2.8.1.1 'Joint Urban Area Plan for Drogheda' and section 3.4.2 'Settlement Hierarchy' and Section 3.4.6 'Regional Growth Centre' all refer to Drogheda as a 'Regional Growth Centre'. The significance of Drogheda nationally is recognised throughout the Plan and also in the written Statement for Southern Environs of Drogheda.
9. Addressed as per item no. 2 above.
10. The Meath LEO is available to assist and support small, existing, sustainable, growth-orientated and start-up businesses. ED OBJ 17 refers to the IDA Business Park and the development/expansion of same will be carried out in consultation with the IDA.
11. Support for ED OBJ 18 is noted.

### Chief Executive's Recommendation

Add to page 101 Section 4.7.2.1 'Dublin Belfast Economic Corridor ' reference to the M1 Digital Payments Region - An M1 'Digital Payments Region' is a key part of the Government's North East Action Plan for Jobs which proposes the creation of a 'digital payments hub' along the M1 economic corridor with the potential to create hundreds of sustainable new jobs.

## KEY TOWNS

### NAVAN

<b>Submission No.:</b>	MH-C5-116
<b>Submitted by:</b>	McKenna & Associates on behalf of Thomas & Matthew Nolan
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission seeks the rezoning of existing unzoned lands at Casey's Cross, Navan. The submission requests that the subject lands be zoned to A2 New Residential. The submission goes onto state that the rezoning would involve a change to the town boundary to a route following the existing roads, the R153 Kentstown to Navan Road and the L50505 which is stated would be a logical town boundary.</p> <p>It is stated that this is a gateway location to Navan and would be suitable for residential and ancillary community facilities and that the rezoning will protect the amenity of existing neighbouring dwellings and allow new residential units to be provided in light of the existing housing shortage. It is further stated that the site is family owned and would be promptly developed should the rezoning be applied.</p>	
<b>Chief Executive's Response</b>	
<p>Additional zoning at this location would militate against the objective to achieve a compact urban settlement and would be contrary to the sequential approach to the zoning and development of residential lands and the principles of sustainable development. The Planning Authority is satisfied that sufficient lands have been identified to accommodate the household allocation.</p> <p>The site is located at the junction on the approach to Navan and is a strategically important site however to the south and west of these lands are rural one-off houses between that and the development boundary. The first arrival point into Navan is Joe Norris Renault Garage beside which there are proposals for future schools provision on the same side of the road. This proposal is considered premature for this Plan period due to the lack of infrastructure. It will however in future plans be developed as a key gateway site.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-120
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<b>Submitted by:</b>	The Planning Partnership Planning Consultants on behalf of Andrews Construction Ltd
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission presents support for the residential development of 2 no. respective land parcels and where lands are zoned;</p> <ol style="list-style-type: none"> <li>1. Boyne Road (A1 –Existing Residential)</li> <li>2. Bailis (A1 - Existing Residential &amp; A2 – New Residential)</li> </ol> <p>It is suggested that all land parcels referred on the basis of recent planning history, planning applications considered and prospective applications to be made within the next 12 months and that all land masses associated with these parcels should be zoned – A2 New Residential.</p> <p>Whilst Andrews Construction Ltd. acknowledges the existing zoning as allowing for residential development at the respective sites, the submission states that it is important to present the lands more coherently as available development lands and as not impacted by the Phase 2 Zoning, post 2026.</p> <p>It is stated that both sites are currently subject to active planning processes and as presenting the sites as ‘ready to go’ sites as follows; Boyne Road was subject to recent planning history ABP Reference: ABP – 304744 – 19 &amp; Meath Co. Co. Register Reference: NA/181528. It is likely that an amended scheme in accordance with the density requirements required by ABP in their determination to refuse permission under the Ministerial Guidelines Sustainable Residential Development in Urban Areas 2008 is likely to be lodged in the coming month and the second application within a year.</p>	
<b>Chief Executive’s Response</b>	
<ol style="list-style-type: none"> <li>1. Boyne Road - The existing residential zoning refers an existing house and its curtilage. As per NA/181528 planning permission was granted by MCC for 60 residential units. An Bord Pleanala subsequently refused permission (ABP – 304744 – 19) for reasons relating to design/layout and density. There is a current planning application (NA/200611) on same that addresses the reasons for refusal on the previous An Bord Pleanala planning decision and the A1 zoning does not preclude the density.</li> <li>2. Bailis - The existing residential zoning refers to an existing house and its curtilage. The Council are constrained by the Core Strategy regarding the quantum of A2 New Residential zoning. The A1 Existing Residential zoning is considered appropriate to both these sites owing the existing dwellings associated with same.</li> </ol>	
<b>Chief Executive’s Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-230
<b>Submitted by:</b>	Ger Fahy Planning Consultant on behalf of Patricia Thorpe
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	

Request to disregard this submission as it is stated as incomplete. It is stated that the complete submission is MH-C5-301

**Chief Executive's Response**

Submission is incomplete.

**Chief Executive's Recommendation**

No change required.

<b>Submission No.:</b>	MH-C5-231
<b>Submitted by:</b>	Kennedy Associates Chartered Town Planners on behalf of Hunt Capital Ltd.
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission relates to lands at Metges Road, Johnstown, Navan which in 2019 Hunt Capital Ltd was granted planning permission by an Bord Pleanala for a SHD. The current Navan Development Plan designates the site primarily for C1 Mixed Use development with a small area at the southern tip of the site designated E1 Strategic Employment Zone (High Technology Uses). The Draft Plan proposes to re-zone the entire site to C1 Mixed Use, with a specific designation of SHD.</p> <p>This submission requests that the entire site be zoned A2 New Residential. The submission states that on 21<sup>st</sup> October 2019 An Bord Pleanala granted planning permission for an SHD scheme on the site (ABP- 304840-19).</p> <p>The submission states that it is evident that the focus of the C1 mixed use zone is to promote high density employment generating uses with residential considered a secondary and subsidiary element, intended primarily to support the 'live work' objective. It is stated however that this submission site will be occupied by a primarily residential use (86% of the floorspace) with only 1536sqm (14%) commercial.</p> <p>It is stated that an 'A2 New Residential' zoning would properly reflect the terms of the planning permission and would also more accurately reflect the specific SHD objective for the site as set out in the Draft Plan. Such a designation is clearly at odds with the C1 designation.</p> <p>The submission also refers to Draft Plan (Chapter 11, Vol 1) that 'in order to achieve balanced development the percentage of residential development in C1 zones shall generally not exceed 50% of the quantum of development '. Whereas Note 9 of the Draft Plan (Chapter 11) states that 'a maximum 30% of any development on C1 (or B1) zoned lands can comprise of residential development' and requests that the above apparent discrepancy be clarified.</p> <p>The current Plan stipulates that under zoning objective C1 there is a requirement to include 30% of a given site area for commercial (non retail) development. The Draft Plan proposes that this requirement be amended to 30%-50% of the quantum of development (i.e. floorspace) rather than of the site area. If applied to the permitted development at Metges Road, it would entail the provision of up to approx. 5,400sqm commercial (non retail) floorspace.</p> <p>The submission states that such restrictions are entirely inappropriate on this site and perhaps should more properly be applied to genuine mixed use locations in proximity to the town centre</p>	

with Metges Road being a suburban location close to the edge of the built-up area of Navan town with demand for a high ratio of commercial floorspace not existing and that imposing a 30% or 50% mix use ratio restriction, based on floorspace, on this site would render development unviable.

It is also stated that C1 zoned sites could not be developed as SHD, as under existing legislation a maximum of 15% of the floorspace can be non-residential (S3. Planning and Development (Housing) and Residential Tenancies Act 2016) and consequently the SHD designation proposed in the Draft Plan would be rendered meaningless.

The submission states that both Meath County Council and An Bord Pleanála expressed satisfaction with the provision of a 10% commercial element on the site having regard 'to the location and the extent of vacant units in close proximity to the proposed development'. The submission requests that the entire site be zoned A2 New Residential.

#### **Chief Executive's Response**

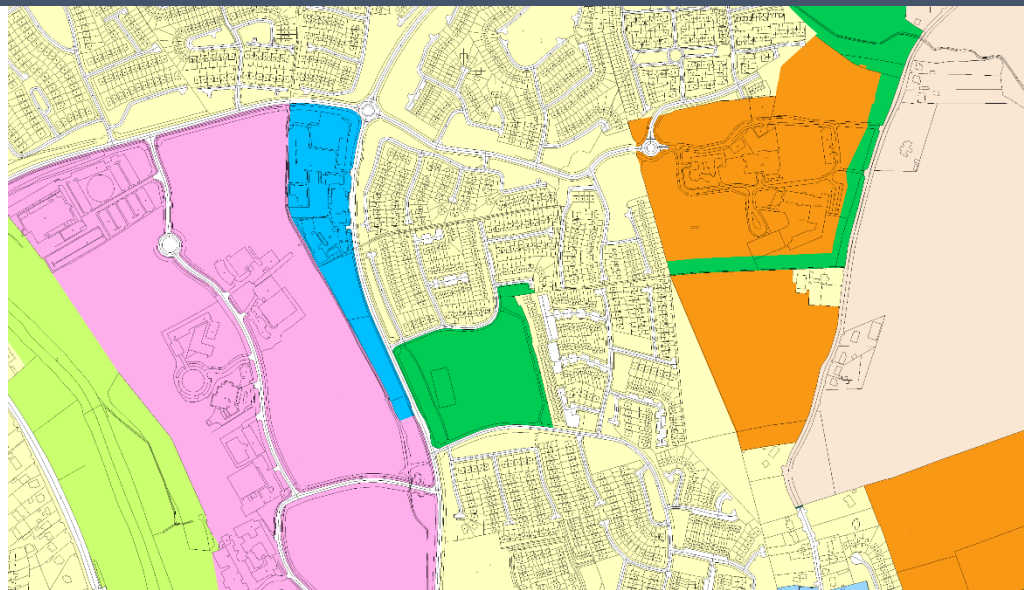
It is considered that an 'A2 New Residential' zoning would properly reflect the terms of the SHD planning permission granted by An Bord Pleanála in 2019 and would also more accurately reflect the specific SHD objective for the site as set out in the Draft Plan for the majority of the site. However it is noted that a portion of the site and the granted SHD permission includes for mixed-uses in the form of a sports hall, commercial units and creche. This element of the site should retain the C1 Mixed Use zoning while the remainder of the site should be zoned for A2 New Residential purposes. Having regard to the predominantly residential SHD scheme (ABP- 304840-19) it is recommended that the zoning objective for the majority of the site is changed from the proposed C1 Mixed Use to an A2 New Residential Zoning.

The percentage breakdown of uses for C1 zoned lands will be addressed by way of the simplified and more user friendly Chapter 11. The submission also refers to Draft Plan (Chapter 11, Vol 1) that 'in order to achieve balanced development the percentage of residential development in C1 zones shall generally not exceed 50% of the quantum of development '. Whereas Note 9 of the Draft Plan (Chapter 11) states that 'a maximum 30% of any development on C1 (or B1) zoned lands can comprise of residential development' and requests that the above apparent discrepancy be clarified. The current Plan stipulates that under zoning objective C1 there is a requirement to include 30% of a given site area for commercial (non retail) development. The Draft Plan proposes that this requirement be amended to 30%-50% of the quantum of development (i.e. floorspace) rather than of the site area. Note 9 and Note 10 should be amended to read 'of the quantum of the site area' which will provide greater flexibility with the development of sites or parts of sites.

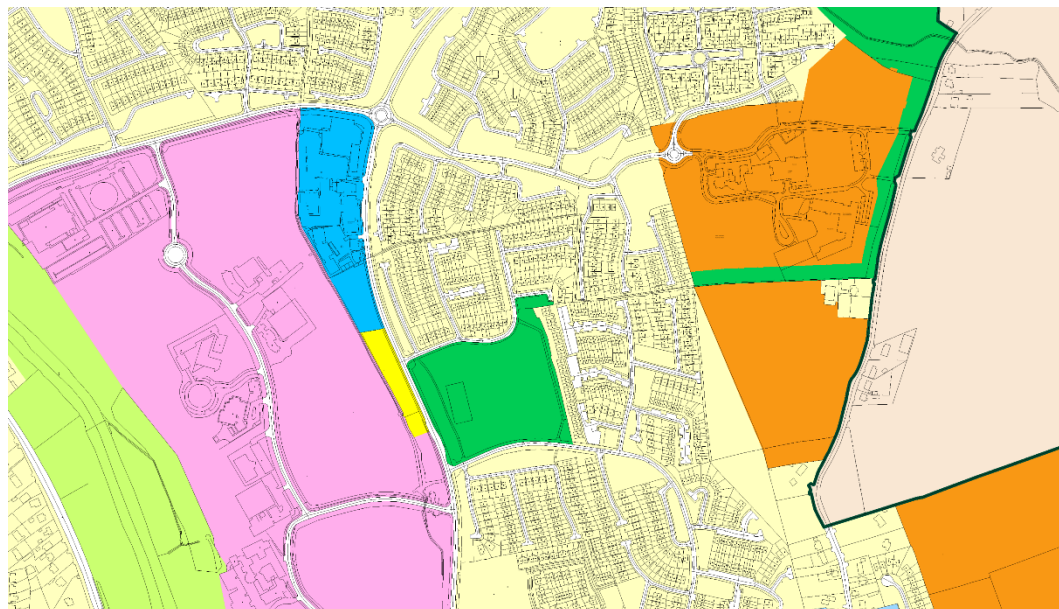
#### **Chief Executive's Recommendation**

1. It is recommended that the zoning objective for the residential portion of the site is changed from the proposed C1 Mixed Use to an A2 New Residential Zoning. The C1 mixed use zoning should be retained for the mixed use blocks adjacent to Johnstown Shopping Centre.





Draft Plan Land Use Zoning Map



Proposed amended Land Use Zoning Map detailing section of lands rezoned from C1 Mixed Use to A2 New Residential

2. Amend Note 9 on Page 378 of Chapter 11' A maximum ~~30%~~ **50%** of any development **site** on C1 ~~or B1~~ zoned lands can comprise of residential development, please refer to Chapter 2 Core Strategy for further details.
3. Amend Note 10 on Page 378 of Chapter 11 'A maximum 30% of any development **site** on ~~C1 or~~ B1 zoned lands can comprise of residential development, please refer to Chapter 2 Core Strategy for further details.
4. Amend B1 zoning Guidance on Page 436 'In order to ensure the delivery of commercial uses commensurate with the status of the settlement the percentage of residential development in B1 zones shall generally not exceed 30 % of the quantum of a development **site** in any development proposal in Key Towns, Self-sustaining Growth



Towns, Self Sustaining Towns. Exceptions may be facilitated on a case by case basis’.

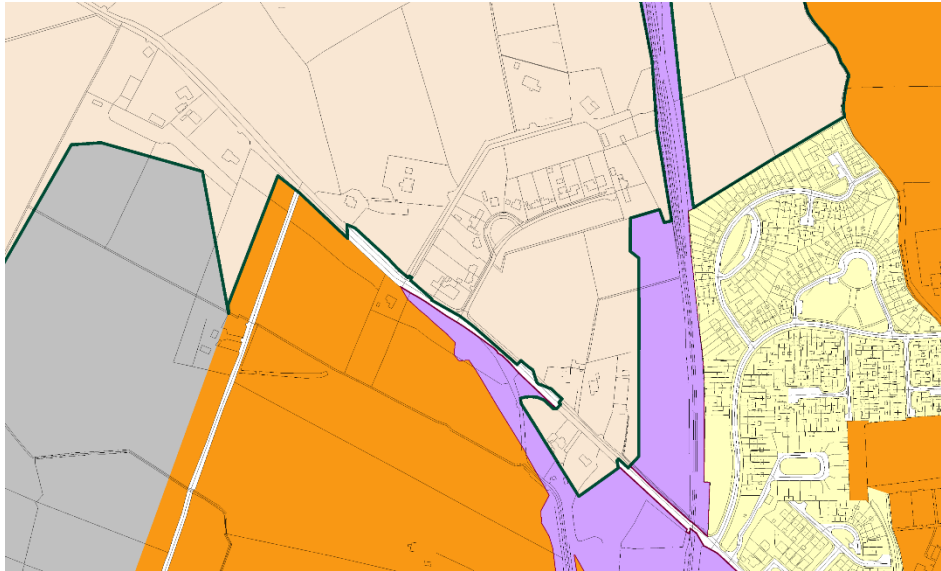
5. Amend C1 zoning Guidance on Page 437 ‘In order to achieve balanced development the percentage of residential development in C1 zones shall generally not exceed 50 % of the quantum of a development **site**.

<b>Submission No.:</b>	MH-C5-232
<b>Submitted by:</b>	Joe Fahy Planning Consultant on behalf of Colm Lynch
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission requests the rezoning of 8 acres of unzoned lands at Windtown, Navan to A2 New Residential and states that 2 acres of the site is the location for the terminus of the proposed Clonsilla- Dunboyne-Navan Railway line and the site is within the Development Boundary of Navan and surrounded on all sides by existing and proposed development.</p> <p>This submission states that the RSES supports the delivery of a number of Rail projects including ‘Reappraisal of the extension of the Dunboyne/M3 parkway line to Navan during the mid-term review of the GDA Transport Strategy’ and that Meath County Council has a unique opportunity in its review of the County Development Plan to ensure that its zoning objectives for Navan will show a positive bias in favour of sustainable public transport.</p> <p>This submission states that there is a recommendation in the Draft Plan to provide a density of 45 units/Ha in proximity to future rail stations and that the subject site is contiguous to the proposed Rail Terminus and the site could provide for a high residential density and achieve a critical mass adjoining the proposed Rail Terminus. This submission also states that the site is also contiguous to Master Plan 11 and that potential community uses on those lands include the Regional Hospital which this submission states is also a primary consideration in making the case for having the lands zoned appropriately.</p> <p>In relation to Infrastructural Development and Investment, this submission states that there is a specific objective, Nav Obj 21, to support the delivery of the Distributor Road LDR4 Ratholdron Road to Kells Road and that this investment clearly supports the intent of this submission, in the context of proper planning and sustainable development of this part of Navan town and that the subject lands should be included in the zoning map as New Residential and the remainder to provide for the rail terminus which will ensure a cohesive, consolidated and integrated use of the land in the area.</p>	
<b>Chief Executive’s Response</b>	
<p>There is sufficient land zoned for residential use within the proposed Development Plan boundary for Navan to accommodate the projected population increase over the lifetime of the Plan. Furthermore, additional residential zoning of the scale proposed at this location within the proposed Plan period would militate against the objective to achieve a compact urban settlement and would be contrary to principles of sustainable development.</p> <p>However, it is recognised that the lands represent a strategic employment site for the future if the rail-line is developed. It is therefore considered appropriate to add a WL zoning to protect this strategic site adjacent to a potential future rail station. It is not known the location, scale or extent of the train station so it is not considered appropriate to zone for a specific purpose but it is appropriate to zone as WL in order to protect the lands from any form of inappropriate</p>	

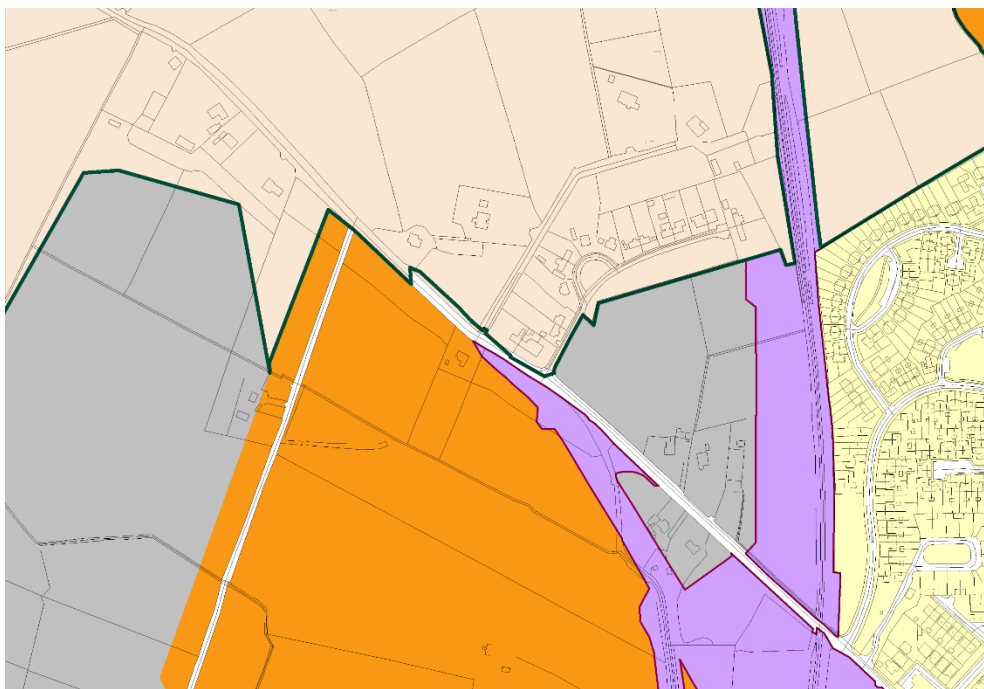
development. Considering the site is adjacent to MP11 it is considered appropriate to include these lands and the site proposed for train station should within MP11 to ensure the integrated development of the area.

#### Chief Executive's Recommendation

It is recommended that the lands are included within the development boundary of Navan, within the MP11 boundary and zone as WL.



Draft Plan Land Use Zoning Map showing lands zoned R/A



Proposed amended Land Use Zoning Map detailing lands rezoned from R/A to W/L

<b>Submission No.:</b>	MH-C5-301
<b>Submitted by:</b>	Ger Fahy Planning Consultant on behalf of Patricia Thorpe
<b>Submission Theme(s):</b>	Land Use Zoning – Navan

**Summary of Submission:**

This submission relates to 5.459 ha of lands located in the Kilcarn townland to the south east of Navan Town Centre abutting the R147.

This submission requests the rezoning of the lands to residential or a combination of residential and tourism use with the latter zoning to facilitate the development of a hotel on a portion of the site, as was previously permitted (permission now expired NA/40557).

This submission states that the location of this site is ideal as it represents the natural expansion of this key site adjoining newly constructed residential estates and educational facilities and commercial units and can deliver a density of residential development which will constitute an attractive alternative to the single house in the countryside. It is stated that the location is ideal as it requires no new road or servicing infrastructure, is close to all of the town's amenities, but its setting is rural in character.

This submission puts forward 2 options for rezoning;

**Option 1:** Rezone the lands for residential

1. The inclusion of the subject lands within the Navan Town Boundary and the zoning of the subject lands would constitute the orderly development of the town in a sequential manner.
2. The zoning of the subject lands for residential would facilitate the early release of residential development – 150/180 houses within the lifetime of the plan on the subject lands.
3. The existing residential zones adjoining the subject lands have all been developed.
4. The development of an attractive high quality residential scheme on the subject lands would create a visual gateway to the designated growth town of Navan.

The submission recommends that any sites which were zoned in the previous Development Plan, but which have not been utilised should be the subject of the "Use it or Lose it" approach.

**Option 2:** Rezone the lands for a combination of residential and tourism

As an alternative to rezoning all of the lands to residential, the submission requests consideration to be given to the rezoning of a portion of the lands to Tourism in order to facilitate the development of a hotel.

The submission states that it is widely acknowledged that Navan needs at least another hotel and Policy ED POL62 of the Draft Development Plan reflects this consensus. The submission states that hotel and residential uses are complementary uses and the landholding is large enough to accommodate both proposals and that a hotel development would provide a suitable urban edge and scale behind the mature trees along the R147 to the south of the site and could denote the southern entry point into the town.

**Chief Executive's Response**

In relation to Option 1, there is sufficient land zoned for residential use within the proposed development plan boundary to accommodate the projected population increase over the lifetime of the Plan. Furthermore, additional zoning of the scale proposed at this location would militate against the objective to achieve a compact urban settlement and would be contrary to principles of sustainable development.

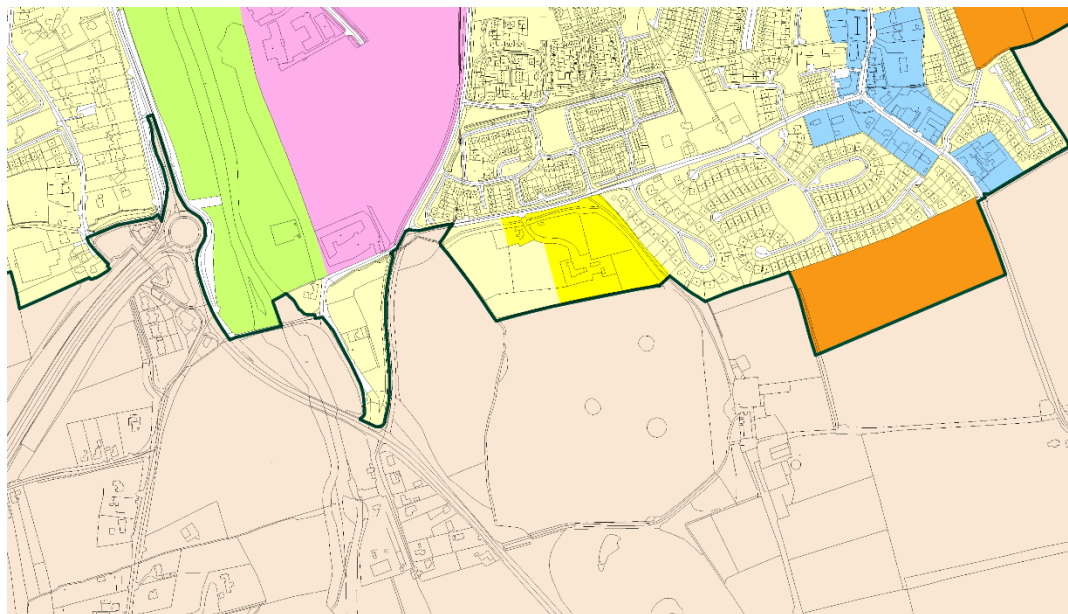
Option 2 outlined in the submission requests consideration for the rezoning of the lands for a combination of residential and tourism in order to facilitate the development of a hotel. It is noted that ED POL 62 states that it is a policy of the Council *'To positively consider the*

*development of a new hotel at an appropriate location in Navan, subject to the provision of required infrastructure and compliance with Development Management Standards'. The subject lands are considered to be particularly suited for a Tourism zoning on this landmark site on the entrance to Navan. There is an opportunity for a high quality landmark building on this important gateway site on the R147 into Navan town. It is also noted that there is currently no D1 Tourism zoning within Navan and for the Key Town within the county a D1 Tourism zoning is considered essential and appropriate. Navan is located within the centre of the county and represents an important gateway to the county as a whole. A hotel and ancillary tourism uses is considered necessary for the main town within the county.*

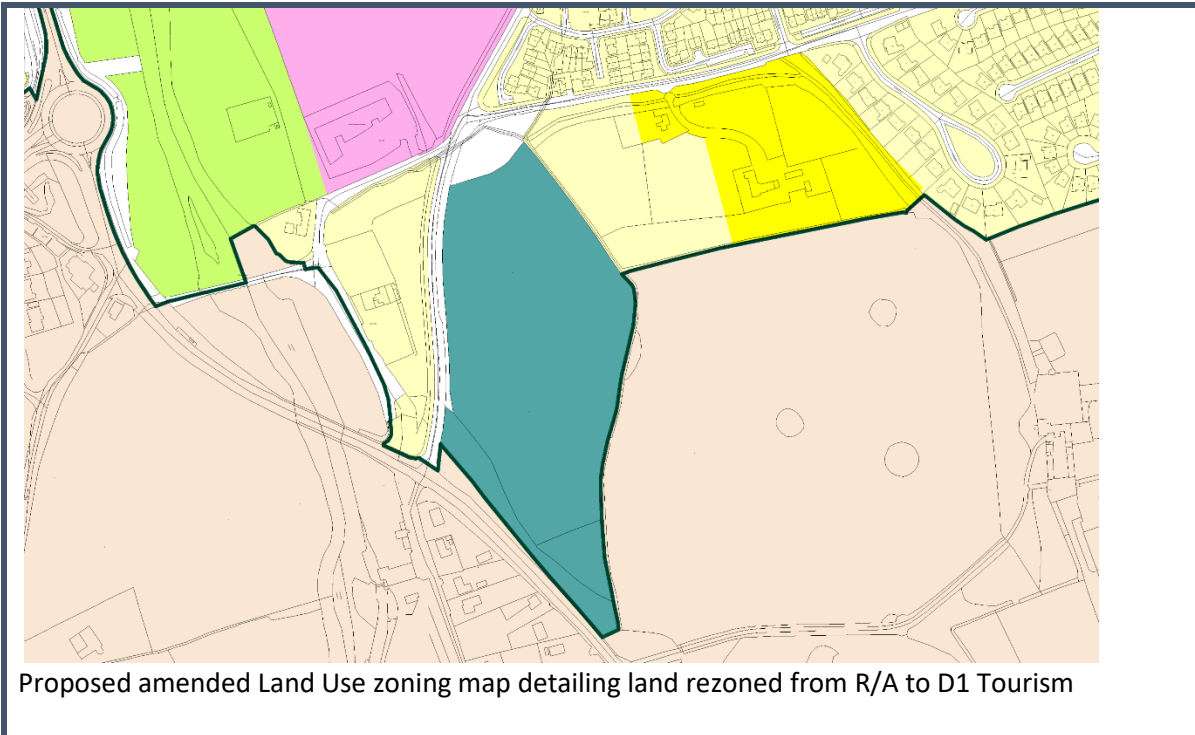
The lands form part of a larger tract of land to the east which could be zoned for tourism also.

#### **Chief Executive's Recommendation**

It is recommended to include the lands within the development boundary of the town and zone for D1 Tourism purposes.



Draft Plan Land Use Zoning Map



<b>Submission No.:</b>	MH-C5-344
<b>Submitted by:</b>	Stephen Little & Associates Planning Consultant on behalf of Grandbrind Ltd
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission relates to a site to the south of Dunville Road and to the west of Alexander Reid/Johnstown Road. The Draft Plan shows these lands as predominately zoned G1 -Community Infrastructure, with a small portion zoned F1- Open Space.</p> <p>This submission requests that a portion of the G1 – Community Infrastructure zoned land (0.6 hectares) should be zoned A1- Existing Residential to correct an error in mapping.</p> <p>No changes are requested to the F1 – Open Space lands, and the submission states that the majority of the site would remain G1.</p> <p>A ‘Site Plan -Proposed Rezoning (With Layout)’ has been included with the submission which shows an indicative development layout for these lands and this includes a proposed apartment block, which is stated would enable the delivery of the community building and sports pitch shown with the lands for the community building and pitch gifted by the landowner to the County Council.</p> <p>This submission states that the development of additional residential units at this site, in tandem with community infrastructure as proposed, would support the Core Strategy vision for Navan as a Large Growth Town 1. It is stated that the NPF introduced a new tiered approach to land zoning. Tier 1 comprises serviced zoned land that is able to connect to existing services, such as roads,</p>	



footpaths, drainage and water infrastructure. The submission states that the subject site has the characteristics of Tier 1 land, as it benefits from services and is directly adjacent to lands currently under development with ready access to roads and services as a result.

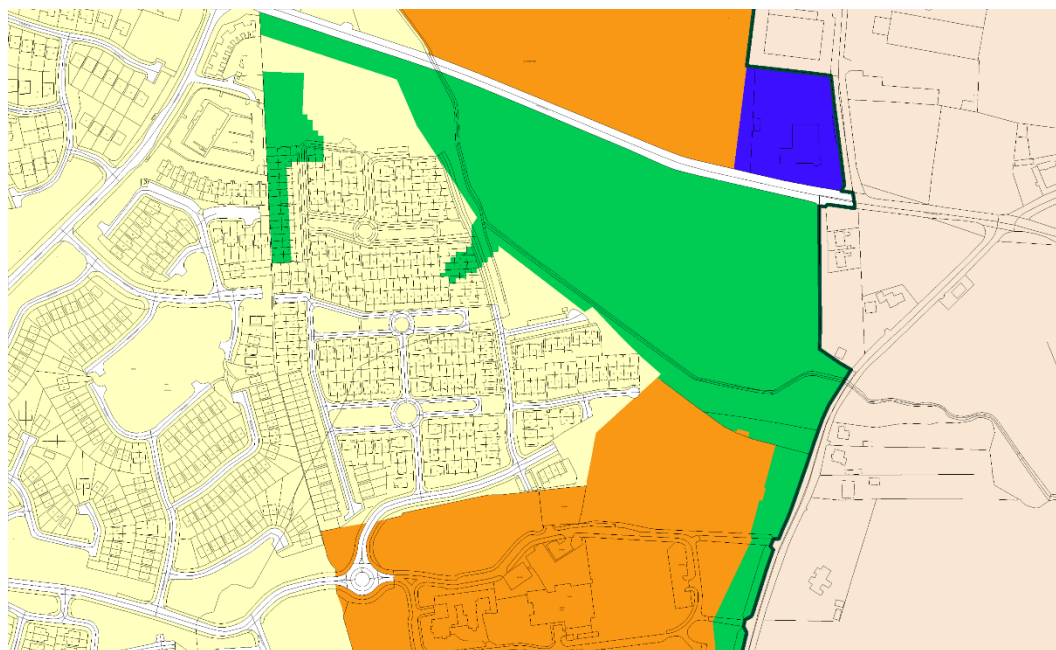
The submission states that the existing school campus at Athlumney is now developed and is operational and the large local service facilities at the Athlumney Local Centre is a short walk away from these lands.

#### **Chief Executive's Response**

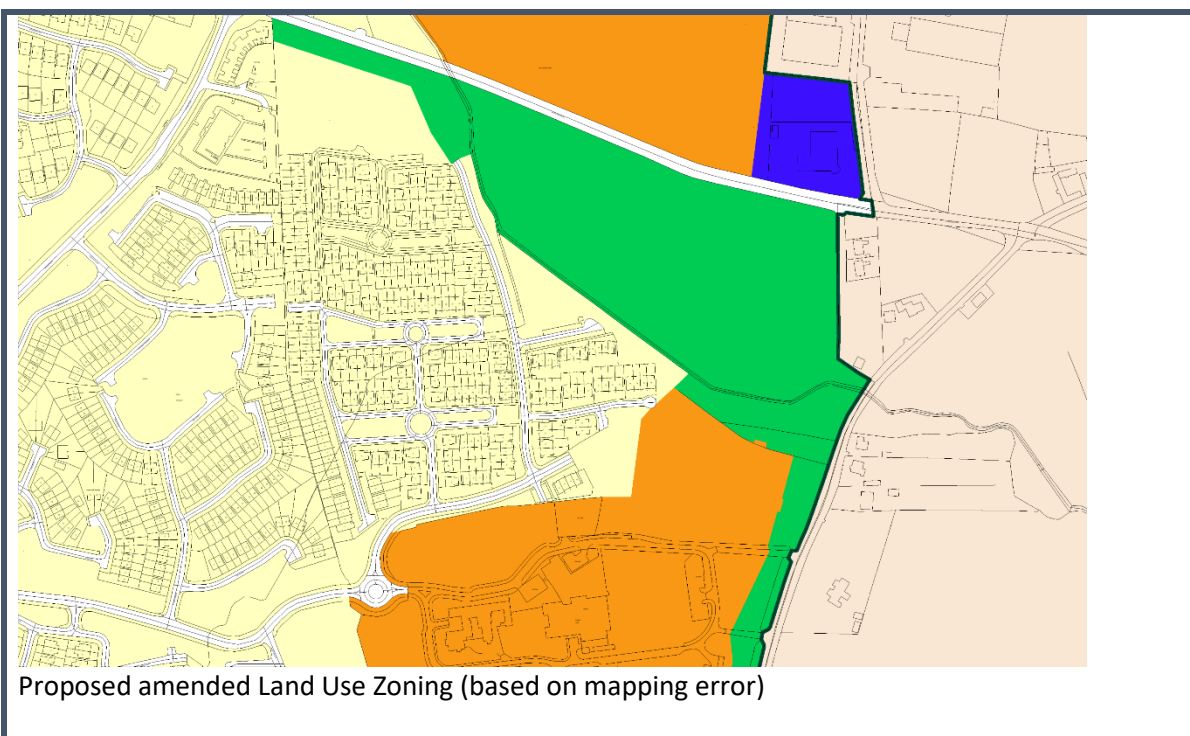
This submission outlined a mapping error which the Council agree with. On closer analysis of mapping and planning applications the correct A1 Existing Residential zoning is now shown on the screenshot below. The remainder of the lands will remain zoned for community purposes. While it is noted that the submission requests additional A2 New Residential zoning, no new residential lands are proposed for zoning at this location. The Planning Authority is satisfied that sufficient lands have been identified to accommodate the household allocation. No New Residential Zoning is proposed.

#### **Chief Executive's Recommendation**

It is recommended to amend the Land Use Zoning Map to correct the mapping error with a slight change from G1 to A1 Existing Residential to the southeast of Dunville.



Draft Plan Land Use Zoning



<b>Submission No.:</b>	MH-C5-377
<b>Submitted by:</b>	Sean Keoghan
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission requests the rezoning of currently unzoned lands in the townland of Liscarton, Navan to E2 Industry. The lands are accessed off the R147 and contain 17.49 ha.</p> <p>It is requested that the lands are rezoned to E2 Industrial and it is stated that 3 to 4 large projects could be housed on the lands, one of which would be a local based Metal Frame Building Company which would employ over 50 people within 3 years and is in need of a much larger site with better road access than they currently have at their existing premises.</p> <p>It is stated that the company would require 17 to 20 acres for their premises and the storage of materials and finished product and that there are no other lands zoned industrial which would house such a large manufacturing unit with associated storage space requirements. It is stated that other lands may be zoned for industry however they are for smaller businesses and the price currently proposed would be uncompetitive. It is stated that the lands are in a mining area however Tara Mines are aware of the proposal.</p>	
<b>Chief Executive's Response</b>	
<p>With regard to the employment use that is sought, it is considered that there are sufficient lands zoned E2 within the Navan Town boundary to accommodate the proposed use with 7 key business enterprise zones in the town including Mullaghboy Industrial Estate to the south and Liscarton Industrial Estate to the north of the proposed lands. Furthermore, the subject lands do not abut any particular zoning, are located to the rear of a number of private dwellings fronting onto 2 roadways and despite the submitted documentation it is considered that it would be inappropriate to re-zone the subject lands.</p>	
<b>Chief Executive's Recommendation</b>	

No change recommended.

<b>Submission No.(s):</b>	MH-C5-485
<b>Submission by:</b>	Johnstown Football Club
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy and Volume 2 Navan Written Statement.
<b>Summary of Submission:</b>	
<ul style="list-style-type: none"> <li>• This submission is made by Johnstown FC and Johnstown Boxing Club and requests support from Meath County Council in the development of their clubs in establishing permanent locations in Johnstown. Currently neither club has a permanent base in Johnstown.</li> <li>• The submission outlines background details, growth levels and the importance of the clubs to the wider expanding community.</li> <li>• There has been a consistent lack of forward-thinking and planning in this area of Navan where thousands of homes have been built with little to no community infrastructure provided.</li> <li>• Both clubs have now formally agreed to come together in a partnership and propose a single plan that will work for both clubs and the wider community. This will include facilities, spaces and amenities not directly related to soccer or boxing but that will benefit the wider community.</li> <li>• The submission outlines the clubs' interest in a portion of land proposed for community infrastructure zoning in the Draft Plan on the Oldtown Rd outside Johnstown village. It is submitted that there has been provisional communication with the landowner regarding a long-term lease. Supporting documentation is submitted in this regard.</li> <li>• The Clubs wish to work together to expand the use of this amenity to include a wider range of community groups.</li> <li>• It is hoped that the existing Johnstown Community development fund would find a project such as this an ideal opportunity to finally 'catch up' on community infrastructure and amenities in the area.</li> <li>• Finally, the commitment and track record of the clubs demonstrate that the facilities will be planned and delivered efficiently and run based on inclusivity to the benefit of the local community.</li> </ul>	
<b>Chief Executive's Response</b>	
<p>The Draft Plan fully supports the development of community facilities and leisure and recognises its important role when forming sustainable communities. As part of the preparation of the Draft Plan, the Council has engaged with various sections of the Council in addition to external agencies to identify the community infrastructural needs required to assist in the creation of a more balanced and sustainable community. It is acknowledged that there is a need for community facilities in the Johnstown area. It is a priority for the development of the Johnstown area to improve community facilities and services to meet the needs of the growing population.</p> <p>The Draft Plan contains numerous policies supporting the development of community facilities and ensures that adequate lands and services are zoned and reserved to cater for the establishment, improvement or expansion of all community facilities in the County. A number of sites are designated for G1 community use in Johnstown to cater for community /leisure needs of this area over the lifetime of the development plan. It is considered that this Plan has identified sufficient social and community lands to meet the needs of the population during the life of this Plan.</p>	



The growth and development of both Johnstown FC and Johnstown Boxing Club is noted and commended as well as their specific interest in lands on the Oldtown Road. However, the identification of specific sites or allocation of premises for named clubs is beyond the scope of the County Development Plan. Furthermore, the acquisition of lands is also outside the strategic land use function of the County Development Plan. However, this issue can be advanced at a local level through the Community Section of Meath County Council and the Navan MD.

It is noteworthy also that a detailed Local Area Plan for the Navan will be prepared during the life of this Plan. The focus for this plan period in the Johnstown area will be primarily on the 'catch-up' of the acknowledged deficiency of community facilities in this area.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-518
<b>Submitted by:</b>	Sean Boyle Architect/Surveyor/Planning Consultant on behalf of Trevor McConnell
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission requests that a portion of F1 'Open Space' zoned lands at Mill Lane in Navan is rezoned for A2 'New Residential' purposes. The land comprises of 0.13 ha and is located to the north of the River Boyne, west of existing Open Space zoning and to the east of existing apartment developments on Mill Lane.</p> <p>The submission states that the landowner owns the Mill Lane apartment development adjacent to the west and it is proposed to build an apartment block consisting of 40 apartments if the land is rezoned to A2 'New Residential'. The submission states that the landowner is aware of the flood zone and Appropriate Assessment (AA) issues and that these items would be facilitated as they have been in the recently completed development.</p>	
<b>Chief Executive's Response</b>	
<p>The lands are located immediately to the north of the River Boyne and are zoned for H1 High Amenity purposes with the zoning objective 'To protect and improve areas of high amenity'. The lands represent an important amenity and wildlife asset to the town of Navan and should be protected from development of the nature proposed. This riverside area has the potential to be valuable riverside amenity and green infrastructure resource for the people of Navan. There is a significant opportunity to create a network of green spaces in the town which would provide a means of linking communities with amenity facilities and it is an objective of this Plan to prepare a Green Strategy for Navan which this H1 zoning will form an important element of this strategy. The Planning Authority is satisfied that sufficient lands have been identified to accommodate the household allocation and the H1 zoned lands should be retained and protected.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-529
<b>Submitted by:</b>	John Spain & Associates Planning Consultants on behalf of Coindale Ltd.

<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission refers to lands located at Belmont to the west of Academy Street and the R147 Dublin Road 900 metres south of Navan town centre. A SHD relating to the lands is currently with An Bord Pleanála for determination.</p> <p>The submission supports the proposed G1 – ‘Community infrastructure’ land use zoning on their lands having engaged with MCC and LMETB for the provision of two schools on this land. The submission states that agreement has been reached with LMETB and the zoning plan should be amended to reflect the boundaries of the proposed school site.</p> <p>The submission states that these lands been designated as a new school site which will provide enhanced facilities for 2 no. local primary schools as follows:</p> <ul style="list-style-type: none"> <li>• Ard Rí Community National School –16 classroom school</li> <li>• St. Ultan’s Special School – approximately 14 classroom school</li> </ul> <p>It is stated that while the submission is supportive, it is noted that the lands identified for G1 and A2 would benefit from some refinement to accommodate both the school lands and the adjacent residential lands, as there is G1 lands which contain a small element of the recently proposed SHD application while a portion of the G1 Lands is zoned A2.</p> <p>The submission states that the design of the residential element on the lands, in the proposed SHD development (306021-19) was carefully considered to provide passive surveillance and overlooking of the proposed access route to the school site at this location within the masterplan layout.</p> <p>The submission is seeking that the A2 residential zoning of the adopted plan includes this area so that both the layout and the land use zoning is aligned.</p> <p>Furthermore, the submission is requesting that the lands indicated as A2 are changed to G1, in the interests of clarity.</p>	
<b>Chief Executive’s Response</b>	
<p>A school is a permitted use on A2 and G1 zoned lands and therefore the zoning as per the Draft Plan would not result in an obstacle to the delivery of same. At the time of writing the SHD development is not yet permitted and it would be considered inappropriate to amend the zoning as a result.</p>	
<b>Chief Executive’s Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-569
<b>Submitted by:</b>	Brady Hughes Consulting on behalf of The Finnegan Family
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	

This submission refers to 2.07 ha of land located at Trim Road in Navan. The submission makes the following points:

- The subject site is no longer within the Settlement Boundary
- The extent of the employment use lands opposite the Finnegan Lands has increased substantially and they have been designated as a Strategic Employment Site.
- Request that the existing Residential Development along the Trim Road on the East of the R161 and adjoining the Strategic Employment Site is afforded A1 Zoning.

The submission states that the Trim Road Strategic Employment Site has the capacity to deliver significant economic investment and it has been increased by nearly 30Ha in size and that without any land use zoning protection, this established community could face significant challenges associated with the development of these lands which are to be subject to a masterplan.

The submission requests that the Draft Land Use zoning map for Navan is amended as follows;

- Extend the development boundary to include the existing residential cluster North West of Balreask Cross, and extend that boundary logically to Balreask Manor.
- The extended area to be zoned A1- Existing Residential.
- Amend the wording of the description of Master Plan 10 to include the following statement (or wording to that effect):  
*'The Masterplan shall take account of existing A1 zoned lands adjoining the site and measures shall be included to protect the amenities of these established residential properties.'*

It is further stated that consideration should also be given to extending the Masterplan MP10 boundary to take in existing established serviced residential lands west of the R161 so that they might be fully considered and their amenity protected, when planning the development of the Strategic Employment Site.

The submission states that the area identified for A1 zoning includes a restaurant and bar (Teach na Teamhrach) with accommodation to the South at the R161/Balreask Cross Road Junction and to the north of that, there are 24 detached houses between the Public house and Balreask Manor which are effectively part of the built urban fabric of this Key Town (as defined by EMRA's RSES), and the submission contends that their status within the Settlement Boundary should remain.

#### **Chief Executive's Response**

The development limit for the town follows the boundary of Balreask Manor which is a dense development. The development limit is also adjoined by the proposed distributor road to go from Trim Road to the Commons Road and northwest towards the northern link road to the motorway. Beyond this are significant areas of ribbon development that extend beyond the Trim Road and the Local Road (L8010). The development limit is clearly delineated and will be more clearly delineated by the construction of the distributor road. The Council have been consistent with this approach for other settlements in this Development Plan. Additional zoning at this location would militate against the objective to achieve a compact urban settlement and would be contrary to the sequential approach to the zoning and development of residential lands and the principles of sustainable development. The Planning Authority is satisfied that sufficient lands have been identified to accommodate the household allocation.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-573
<b>Submitted by:</b>	Franke Harte
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
Request to disregard this submission as it is stated as incomplete. It is stated that the complete submission is MH-C5-583	
<b>Chief Executive's Response</b>	
Submission is incomplete.	
<b>Chief Executive's Recommendation</b>	
No change required.	

<b>Submission No.:</b>	MH-C5-583
<b>Submitted by:</b>	Kiaran O'Malley & Co. Ltd Planning Consultants on behalf of Franke Harte
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission relates to 3 plots of land with a total area of 12.69 hectares at Balreask Old on the Trim Road in Navan. It is stated that in the current Navan Development Plan plot 1 is zoned A2 New Residential (Phase 2) with a small area zoned F1 Open Space, plot 2 is zoned Strategic Employment Zone within Masterplan MP 10 and plot 3 is unzoned but within the development boundary.</p> <p>The submission states that under the Draft Plan it is proposed to rezone plot 1 from residential to E1/E3 Strategic Employment Uses but not as part of MP 10, no change is proposed to plot 2 while plot 3 is now outside of the development boundary.</p> <p>The submission requests that plot 1 is rezoned back to A2 New Residential Post 2026 as a proposed amendment to the Draft Plan. It is stated that in 2017 the landowner undertook pre-application consultation with the Council for an SHD of 199 houses on plot 1 which included provision for road reservation/objective through his land. The submission states that while it was acknowledged at the time that an application would most likely be premature in advance of 2019, the Council did not indicate any employment development intentions and the landowner duly deferred his plans.</p> <p>The submission states that following an analysis of the land use zoning maps from the Current Navan Plan and the Draft Plan, 8 ha of lands which are zoned Strategic Employment Zones at Athlumney/Farganstown in MP 12 is now identified to be rezoned A2 New Residential Phasing Post 2026 in the Draft Plan. The submission states that the submission lands are closer to Navan Town Centre than the Athlumney/Farganstown lands and that on the basis on promoting compact and sustainable growth, as per the NPF and the RSES, it should go ahead of the Athlumney/Farganstown lands for consideration for residential zoning.</p> <p>The submission also states that as part of the A2 residential phase (post 2019) block between MP</p>	

8 and MP 10, this land abuts the rail reservation for the Navan rail line, which the council has used for justification to retain a residential zoning at Nevinstown (MP 3) which the submission states is further support to retain the residential zoning at plot 1 and possibly for the entire residential block between MP 8 and MP 10.

The submission states that the retaining of the residential zoning of plot 1 at the expense of the additional residential zoned land within MP 12 and possibly some or all of the adjoining lands to the east would be fully compliant with the Council's land use strategy for Navan. It is stated that the splitting of a strategic employment zoned landbank at Athlumney/Farganstown would materially reduce the employment potential of that land which is specifically referenced in the RSES as "having the potential to attract investment in high quality employment uses". The unnecessary and unjustified inclusion of a residential block within the middle of strategic employment zoned lands would create inappropriate transitional zones within the employment zones that would be contrary to the proper planning and sustainable development of the area.

The submission states that the request to retain the residential zoning to plot 1 won't frustrate or contravene the delivery of the strategic employment lands that include plot 2. It is stated that when the RSES were adopted that plot 1 was zoned residential and did not form part of the strategic employment lands at Trim Road that were the basis for RPO 447 in the RSES. It is stated that the MP 10 lands were subject of approved Variation No. 3 of the Navan Development Plan 2009 (as extended).

The submission states that as set out in the 3<sup>rd</sup> May 2019 Powerpoint Presentation on proposed Variation No. 3 to the Navan Development Plan 2009-2015 to the Planning Authority and Council Members, Variation no. 3 was in direct response to the NPF and RSES but it didn't necessitate or consider the rezoning of plot 1 to strategic employment zones. It is stated that as recently as last year when Variation no. 3 went on public display, the landowners plot no. 1 was not required for strategic employment zones and there is no national or regional justification to now propose to now propose an extension to the strategic employment zone or reduce the residential zoning.

It is stated that these lands are located between MP 8 and MP 10 and it does not make planning sense or it cannot be justified to have more employment zoning at a location that is most suitable and appropriate for residential development.

The submission states that there are vast swathes of undeveloped employment lands on all sides of the town and there is no requirement for additional employment lands at Trim Road and is not required to address any shortfall in employment or to comply with RPO 447 in the RSES.

#### **Chief Executive's Response**

There is sufficient land zoned for residential use within the proposed Development Plan boundary to accommodate the projected population increase over the lifetime of the Plan. There is a large area of C1 Mixed Use zoned lands within MP 8 to the north while there is also a large A2 New Residential zoning to the west within MP 13. There is also a large SHD application currently with An Bord Pleanála for A2 zoned lands at Belmont to the northeast of the subject lands. It is considered that there are sufficient zoned lands which will provide for residential development adjacent to the Trim Road over the plan period. The lands the subject of this submission represent part of a Strategic Employment Site which includes important roads infrastructure for Navan. The development of this Strategic Employment Site along with the residential development referenced above will create a 'live-work' community at this location.

Two Strategic Employment Sites have been identified in Navan- IDA Business Park and Trim Road. These sites have the capacity to deliver significant economic investment. An additional parcel of

employment land with an area of c.29 hectares has been identified on the Trim Road. These lands are strategically located on the southern side of the town where there is permission for a Distributor Road (LDR 1(b)) which will link the Dublin Road with the Trim Road.

There is also an employment zone in Farganstown to which this submission refers, where there are lands zoned for enterprise and employment uses adjacent to residential lands. These lands have the potential to provide a range of employment uses and would support the creation of a sustainable 'live work' community in this part of the town. The development of these lands is dependent on the construction of a distributor road, part of which was funded under the LIHAF Fund.

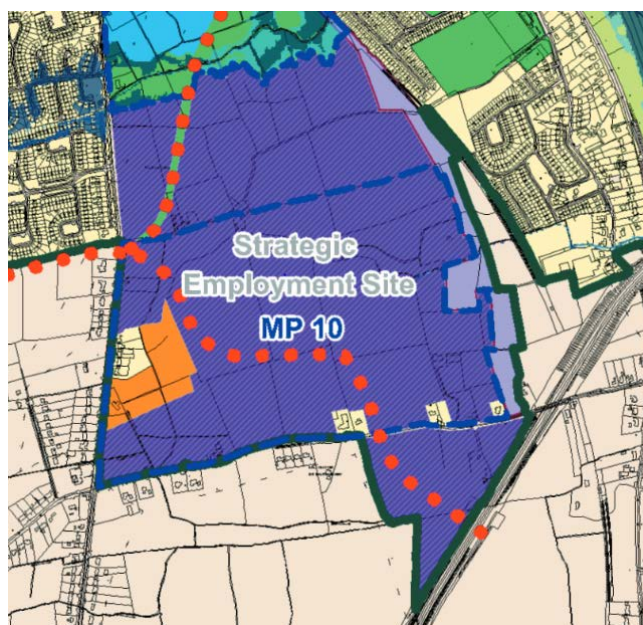
Development of these strategic employment lands which are strongly supported by the RSES shall only proceed on the basis of an agreed overall Master Plan, the availability of water and waste water services associated infrastructure including the phased provision of these services and the provision of suitable access arrangements. Local Distributor Road LDR 1 (b), a road traversing this parcel of land connecting Navan South to the Trim Road shall be integrated into the overall Master Plan for the lands and delivered in its entirety in conjunction with the development of said lands, on a phased basis as agreed with the Planning Authority.

The area is intended to provide an option for the Regional Hospital and ancillary healthcare uses and accommodate an employment hub in line with its zoning of E1/E3. Having regard to the foregoing, the E1/E3 zoning is considered appropriate.

It is considered appropriate to include these lands and the site proposed for train station within MP10 to ensure the integrated development of the area.

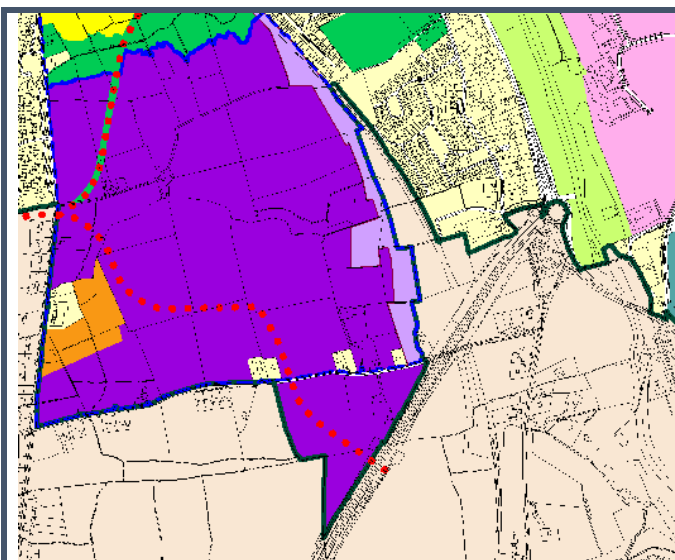
#### **Chief Executive's Recommendation**

Include rail reservation corridor lands within MP 10 boundary as well as all the E1/E3 zoning to the north.



Drat Plan Land Use Zoning Map





Proposed Amended Land Use zoning Map detailing all of the Strategic employment lands included within the MP10 boundary

<b>Submission No.:</b>	MH-C5-599
<b>Submitted by:</b>	Declan Brassil & Company Planning Consultants on behalf of MRP Investments & Development Ltd.
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission relates to the B1 Town Centre zoned lands within the control of MRP Investment &amp; Development Ltd (MRP), comprising the majority of the designated Masterplan 6 (MP6) lands in the current Navan Development Plan 2009-2015, and the Draft Plan. The lands currently accommodate industrial units and undeveloped lands and are accessed from the Trim Road, Carriage Road and Dan Shaw Road.</p> <p>This submission proposes the following amendments to the Written Statement for Navan (Volume 2);</p>	



**Proposed Amendment No. 1:** That Section 6.0 Master Plans of the Navan Written Statement is amended as follows:

*"Master Plan 6 relates to lands zoned for town centre uses to the south of the retail core of the town. There is a long-term proposal that the Navan Rail Station will be located on these lands. This rail station and the associated rail reservation ~~have been agreed with Irish Rail and will inform~~ will influence the future design and layout of any development on these lands. ~~The development of these lands can proceed on the basis of protecting and incorporating the agreed design, which shall be incorporated in the agreed Master Plan.~~ The Rail Station and a civic plaza shall be a focal point in any development with ~~any retail and commercial uses being complementary and ancillary to the Core Retail Area of the town.~~ ~~The lands can accommodate large retail floorplate development with appropriately integrated car parking that can include an element of at-grade car parking.~~ An appropriate balance of ~~retail,~~ commercial and residential uses that includes a mix of house types and apartments up to a maximum of 50% of the quantum of development will assist in the creation of a sustainable residential community in an accessible environment in proximity to the town centre where there are strong public transport and walking and cycling links".*

[Deletions in strikethrough and additions in red text.]

**Proposed Amendment No. 2:** That a Movement objective is added to the Navan Written Statement to facilitate upgrade works on the Trim Road (R161).

The submission states that detailed designs have been prepared by Irish Rail for the proposed public transportation interchange within the MP 6 site and that these designs are expressly referred to in Settlement Strategy OBJ 16 of the existing Navan Development Plan .

The submission states that MRP is committed to the delivery of development on the MP6 lands and it is important that fundamental design parameters, such as the rail reservation, are prescribed in the Development Plan to provide certainty regarding the form of development that can be accommodated in this strategic location. It is requested that the wording of the Written Statement for Navan is amended to include reference to the detailed design agreed by Irish Rail.

The submission states that there is some uncertainty regarding the timeline for delivery of the rail link but that uncertainty relates to timing only, and not the physical extent which is known. It is stated that it is important that the Development Plan expressly acknowledges that the plan-led development of the MP6 lands can proceed subject to appropriately incorporating and futureproofing the known extent and design of the rail line, station and associated infrastructure.

The submission states that the B1 zoning attached to the MP6 site specifically provides for retail development and that Section 11.16.7 of the Draft Plan states that "The primary land use in B1 zones is employment generating, service and retail provision" and further to this, the Plan lists Convenience Outlet, Supermarket / Superstore and Shop as permitted uses on B1 lands. It is stated that the amendments proposed are consistent with the overarching zoning objective for the B1 lands.

The submission states that under the Draft Plan the MP6 lands are zoned B1 'Commercial/Town or Village Centre', which is one of four 'residential' zoning categories listed in the plan. Guidance on the development of B1 lands provided in Section 11.16.7 of the Draft Plan seeks to limit the quantum of residential development on these lands, and states that "percentage of residential development in B1 zones shall generally not exceed 30 % of the quantum of development in any development proposal.... Exceptions may be facilitated on a case by case basis".

The submission outlines that the RSES states that the consolidation and regeneration of Navan will be a key priority for the town, as supported by Regional Policy Objective 4.26 that seeks 30% of housing in Key Towns be provided in the form of compact growth. The submission states that the MP6 lands are largely brownfield, surrounded by town centre and residential uses and therefore provide an exceptional opportunity to consolidate the urban core of Navan, as required in the RSES.

#### **Proposed Amendment No. 2:**

That a Movement objective is added to the Navan Written Statement to facilitate upgrade works on the Trim Road (R161).

This submission states that the Trim Road (R161) is one of the primary routes into Navan town centre and is currently the primary access road serving the MP6, MP8, MP13 and MP10 masterplan lands and the recently designated Strategic Employment Site in the south of the town.

The submission states that recent approvals for an upgraded cycle network in the Town Centre (Reference P818014) and the Local Distributor Road LDR1B (Reference P818015), both of which include works to the Trim Road, illustrate that the Council is committed to upgrading transportation routes into the town. To facilitate future upgrade works on the Trim Road that may be required to facilitate the development of the MP6 lands and surrounding development lands, it is requested that the Written Statement for Navan is amended to include a specific objective to provide a statutory basis and policy support for any works that may be necessary or appropriate.

#### **Chief Executive's Response**

The lands are zoned for B1 Town centre purposes which permits a range of uses and it is not considered appropriate or necessary to detail specific categories of development within the written text for the MP6 objective. Any retail proposals within the MP6 lands will be subject to Retail Impact Assessment during the planning application assessment process. Apartments will be required to be in compliance with the Development Management objectives detailed in Chapter 11 of the Draft Plan (more simplified version to be prepared).

On consultation with Irish Rail it has been stated that considering the time that has elapsed any design details which had previously been agreed with Irish Rail would have to be reviewed/revisited as part of any proposal and therefore it is not considered appropriate to refer to the rail station and associated rail reservation been agreed with Irish Rail.

With regard to the Trim Road the submission notes that recent approvals for an upgraded cycle network in the Town Centre (Reference P818014) and the Local Distributor Road LDR1B (Reference P818015), both of which include works to the Trim Road, illustrate that the Council is committed to upgrading transportation routes into the town. Any specific objectives in relation to upgrade works in the town can be incorporated into the detailed LAP which will be prepared for the town.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-619
<b>Submitted by:</b>	Cllr Eddie Fennessy & Johnny Guirke TD

<b>Submission Theme(s):</b>	Written Statement – Navan
<b>Summary of Submission:</b>	
<p>This submission requests an amendment to the last paragraph of Article 5.6 on Social Infrastructure within the Navan Written Statement to facilitate the provision of a Third Level Institution, Post Primary and Primary School and Community Infrastructure in the Town.</p> <p>The amendment requested is as follows;</p> <p><i>'The plan will also support the Health Service Executive and the Department of Health in the provision of a new Regional Hospital in the town and will engage with a Third level Institution and the IDA to identify lands in the IDA Park in Johnstown for the provision of a Third level Institution and will identify lands within the boundaries of the Clonmagaddan Strategic Development Zone for a new primary and post primary school. It will also facilitate the delivery of critical community infrastructure and buildings required to ensure the sustainable growth of Navan with a particular emphasis on the Johnstown, North Navan and Trim Road areas'.</i></p>	
<b>Chief Executive's Response</b>	
<p>Section 7.7.3.2 of the Draft Plan addresses the topic of Third Level education and further education. There are a number of policies and objectives which seek the development of third level facilities in the county and include SOC POL 15 <i>"To facilitate the development of preschool, primary, post primary, third level, outreach, research, adult and further educational facilities to meet the educational needs of the citizens of the County"</i> and SOC OBJ 4 <i>"To facilitate the Department of Education and Skills, LMETB, other statutory and non-statutory agencies in the necessary provision of preschool, primary, post-primary, and third level educational facilities throughout the county by reserving lands for such uses"</i>.</p> <p>There are also a number of social infrastructure specific objectives contained within the Navan Written Statement namely NAV OBJ's 36 &amp; 37 re; supporting the provision of additional educational facilities at appropriate locations within the town. NAV OBJ 36 is <i>"To support the appropriate provision of additional educational, health and recreation facilities in advance of residential population growth"</i>. The Draft Plan and the Navan Written Statement are both supportive of facilitating the development of a Third Level Institution in Navan however it is considered premature to identify a specific site for this use pending any definitive proposals.</p> <p>Chapter 7 'Community Building Strategy' sets out in the requirements for Social Infrastructure Audits of all residential developments in excess of 50 units and states that such audits may be required for developments under this threshold. As the population of Navan continues to grow this Plan will continue to support the provision of community infrastructure. In Johnstown, a requirement has been identified for a bespoke community facility to serve local residents and the Community Section of the Council has carried out detailed surveys with local residents in the relevant areas. This Plan will support the provision of a community facility in Johnstown.</p> <p>A requirement for additional community facilities and active open space has been identified in north Navan and is noted in Section 5.6 of the Navan Written Statement. The demand for such facilities in this part of the town will increase further if the SDZ lands are developed. Taking this into account an additional c.5 hectares of land have been zoned for community uses adjacent to Simonstown Gaels GFC. NAV OBJ 36 states that it is a policy of the Council 'To support the appropriate provision for additional education, health and recreation facilities in advance of residential population growth' and this policy will apply to the whole town and it is not considered appropriate to specifically detail any further geographical areas of the town.</p>	

The SDZ lands is likely to require an updated planning scheme which will identify the requirement for and optimal location for a new primary/post primary school in consultation with the Department of Education. The SDZ lands are zoned for A2 New Residential purposes, a zoning which permits primary and post primary schools.

#### Chief Executive's Recommendation

No change recommended.

<b>Submission No.:</b>	MH-C5-632
<b>Submitted by:</b>	John Spain & Associates Planning Consultants on behalf of Albert Developments Ltd.
<b>Submission Theme(s):</b>	Zoning Objectives – Navan
<b>Summary of Submission:</b>	
<p>This submission refers to lands located within the MP12 Masterplan area at Farganstown and Athlumney, to the north of the R153 Navan-Kentstown Road, 2.5km east of Navan town centre. Road LDR6, a LIHAF funded road which bisects the overall MP12 lands is under construction by Meath County Council.</p> <p>This submission is seeking the following to be reviewed and included in the final Meath County Plan:</p> <ul style="list-style-type: none"> <li>• MP12 Masterplan was agreed with Meath County Council and as such should be included and recognised within the County Development Plan 2020-2026.</li> <li>• An amendment of the restriction on retail floor space within the neighbourhood centre objective for the lands, reflective of the extent and scale of the masterplan lands, which will service c. 1,600 units (4,000 additional residents) along with commercial lands. The submission requests a specific objective to provide net retail anchor store floorspace of up to c 1,500 sq.m for the MP12 lands only. The submission states that a current SHD application for the lands includes a neighbourhood centre with an anchor unit (c. 2,200 sq. m GFA (1,500 sq. m net) and a number of smaller retail units resulting in an overall gross total of 2,837m2 Gross (1,985 sq. m net).</li> <li>• The submission expresses support for the release of the MP12 masterplan lands for immediate development in line with the A2 'New Residential' zoning objective and the omission of the current post 2026 phasing relating to the northern portion of the lands.</li> <li>• In relation to the F1 zoning on the MP 12 lands it is stated that the current Draft Plan creates a potential urban design issue relating to the open space as currently configured. It is stated that the F1 zoned lands as currently configured would result in 'backland' unsupervised areas to the rear of Tubberclaire Meadows. It is requested to rezone a section of land from F1 Open space to A2 New Residential to address the above issues.</li> </ul> <p>The omission of Phase II residential lands from post 2026 is stated as being appropriate given the following:</p> <ul style="list-style-type: none"> <li>- Proximity of the Phase II lands sequentially located to existing development</li> <li>- National planning policy including Rebuilding Ireland - Action Plan for Housing and Homelessness and the National Planning Framework,</li> <li>- The position of Navan in the Meath settlement hierarchy,</li> </ul>	

- The current housing shortage in which residential developments of scale can be considered to be of strategic and national importance,
- New neighbourhood centre included in the development will provide a defined residential community and create links to Navan town centre,
- The proposed development of the MP12 lands provides for an orderly and sustainable infill of a substantial site within the town of Navan on appropriately zoned lands which benefit from local infrastructure and are proximate to social and community infrastructure.

With reference to F1 zoned lands generally within the County it is submitted that in some instances access would need to be required to traverse zoned open space lands to facilitate residential or other uses adjacent;

- It is recommended that the adopted Plan contains some additional text in the “Open for Consideration” uses to include “vehicular/cyclist access to adjoining zoned lands”.
- In addition, for clarity it is recommended that the utilities land use definition is amended (additional text in bold below) to the following: *Utilities comprise of water, wastewater, electricity, telecommunications, transport **(including road/cyclist/pedestrian access)** infrastructure.*

#### Chief Executive’s Response

Since the Draft Plan went on public display Masterplan 12 has been agreed by Meath County Council and therefore Section 6 ‘Masterplans’ contained in the Navan Written Statement requires updating to ‘Agreed 2020’.

The Council are satisfied that a sufficient quantum of A2 (Phase 1) lands have been zoned to accommodate the household allocation and that such changes should be applied to the phasing.

As detailed in Chapter 11 for A2 zoned lands ‘Individual convenience stores in neighbourhood centres on A2 zoned lands should generally not exceed 1,000m<sup>2</sup> net retail floorspace unless otherwise identified in a Local Area Plan’. While this has not been identified in a LAP, it is considered that a neighbourhood centre should be provided for on these lands owing to the quantity of existing and proposed housing to the north of the Kentstown Road and also the distance to the neighbourhood centre at Johnstown and to Navan Town Centre. A neighbourhood centre adjoining the F1 Open Space and E1/E3 zoning would be a complimentary use and help create a sustainable ‘live-work’ community at this location. The addition of a mixed use zoning would provide for a neighbourhood centre at this location. Any retail development at this location would still require to satisfy the sequential test and be subject to Retail Impact Assessment. Following on from this amendment to the zoning the masterplan will require an update.

The F1 zoning referred to in this submission is located within Flood Zone A and to rezone same for A2 News Residential is not considered appropriate. Residential development is classified as a highly vulnerable use and non-compatible with a Flood Zone A designation. A more detailed site specific flood assessment will be required at planning application stage.

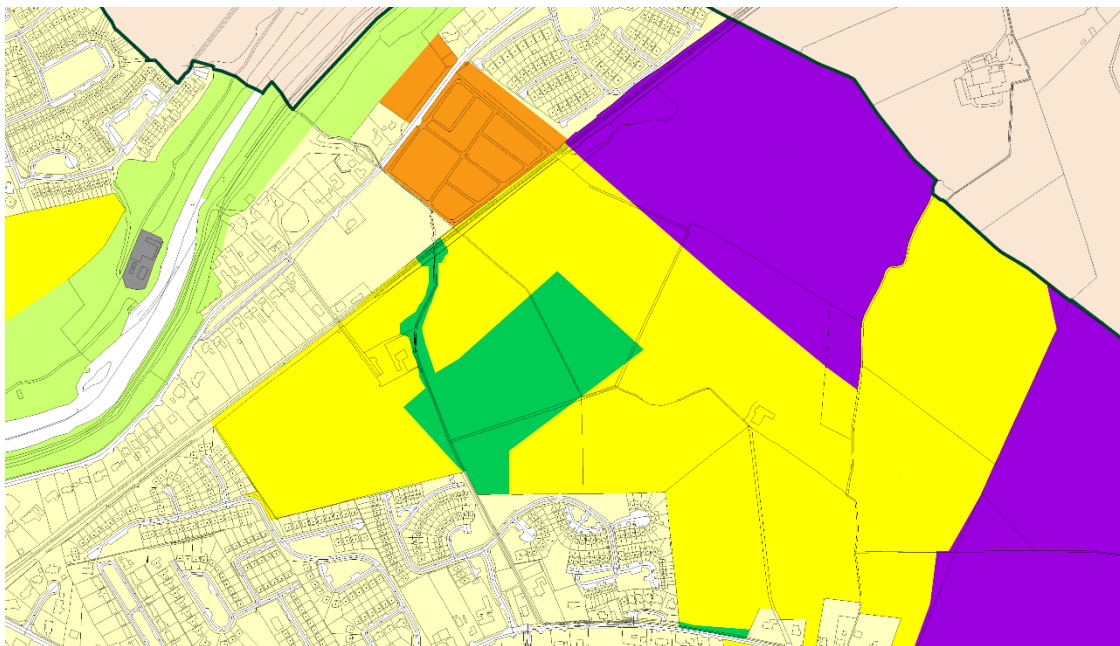
In order to provide for access to zoned lands, it is considered that ‘vehicular/cyclist/pedestrian access to zoned lands where appropriate’ should be inserted into the ‘Open for Consideration Uses’ for F1 Open Space contained in Section 11.16.7 Land Use Zoning Categories of Volume 1. This will facilitate the development of lands which require an access via F1 Open Space. It is not

considered necessary to expand on the definition of utilities or to include for transport infrastructure within this definition in the permitted uses.

#### **Chief Executive's Recommendation**

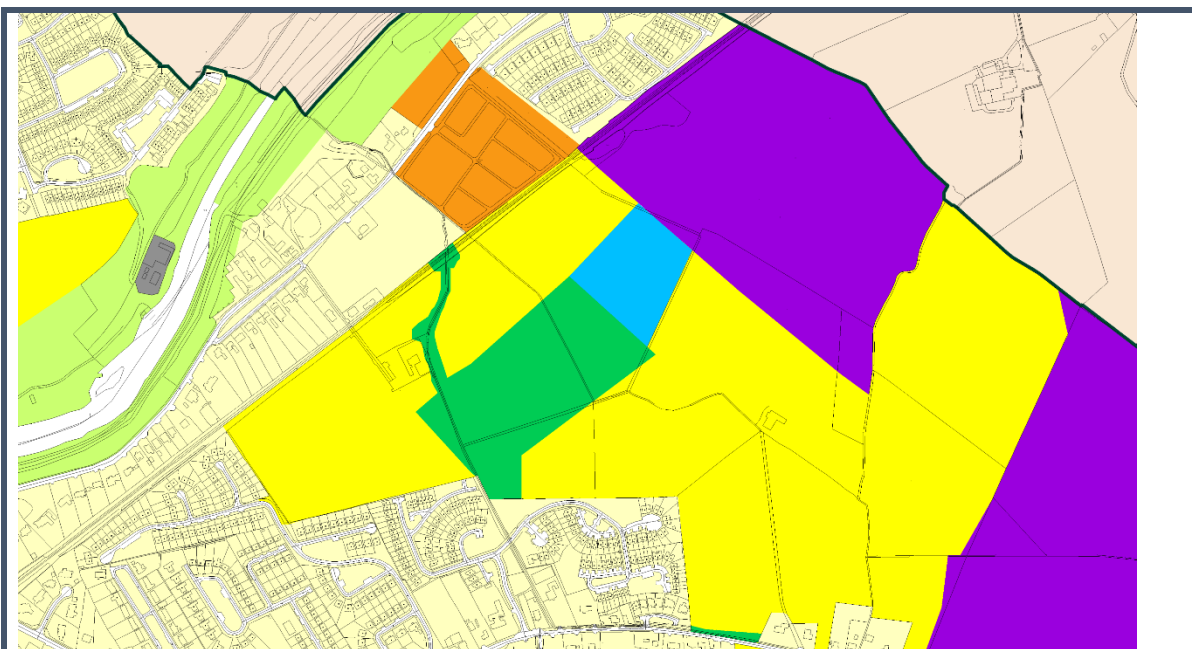
The following 3 recommendations are made;

1. Masterplan 12 in Section 6 'Masterplans' contained in the Navan Written Statement to be updated to 'Agreed 2020'.
2. Amend zoning from A2 New Residential to C1 Mixed Use for the section of land to the northeast of the F1 Open Space zoning as detailed in the Draft Plan Land use Zoning Map below;



Draft Plan Land Use Zoning Map





Proposed amended Land Use Zoning Map detailing lands rezoned from A2 New Residential to C1 Mixed Use

3. Insert '**vehicular/cyclist/pedestrian access to zoned lands where appropriate**' into the 'Open for Consideration Uses' for F1 Open Space contained in Section 11.16.7 Land Use Zoning Categories of Volume 1.

<b>Submission No.:</b>	MH-C5-645
<b>Submitted by:</b>	Declan Brassil & Company Planning Consultants on behalf of MRP Investments & Development Ltd.
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission relates to the lands within the control of MRP Investment &amp; Development Ltd (MRP), comprising the majority of the designated Masterplan 8 (MP8) lands in the current Navan Development Plan 2009-2015, and the Draft Plan.</p> <p>The submission states that the MP8 lands are strategically located on the south side of Navan adjoining the designated town centre area and the planned Navan South train station.</p> <p>This submission proposes the following amendments to the Written Statement for Navan (Volume 2);</p>	



**Proposed Amendment No. 1:** That Section 6.0 Master Plans of the Navan Written Statement is amended as follows:

*"Master Plan 8 relates to a triangle of land formed by the Trim Road, the former Navan- Dublin Rail Alignment and lands adjoining the Swan River. This area has been identified for mixed uses and an open space/amenity area. A total of 350 no. residential units is allocated to these lands at a density of 35-40 units per hectare.*

*The design and phased delivery of local distributor road LDR 1(a) will be a fundamental part of any Master Plan. That part of the alignment extending from the rail line reservation to the Springfield Glen Distributor Road will be delivered using the Council's CPO procedures, if necessary. Up to 80% of the MP8 lands can be developed in advance of the completion of the link to the Springfield Glen Distributor Road. An at-grade crossing of the rail line reservation will be accommodated pending detailed design and approval of the rail link. The funding of the LDR1(a) will be the subject of a section 49 contribution scheme, being strategic infrastructure that serves the wider urban area".*

**Proposed Amendment No. 2:** That clarity is provided in the density range applicable on the MP8 lands having regard to the ambiguity in the Written Statement and Objective NAV OBJ2.

[Deletions in strikethrough and additions in red text.]

The submission states that the express allocation of 350 units to the lands is considered appropriate having regard to the tacit allocation of an equivalent number of units under the Core Strategy in the Draft Plan; the certainty attaching to the policy framework of the lands in the current Navan Development Plan; the Strategic Housing Development application being progressed for the first Phase of development on foot of an agreed masterplan for the MP8 lands under the current Navan Development Plan; and, the strategic location of the lands and the opportunity to provide a vibrant 'live- work' community well integrated with the established urban fabric and plan-led expansion.

The express reference to 350 units is consistent with the Core Strategy as an equivalent allocation is made to the lands in Column H of Table 2.12 of Volume 1 of the Draft Plan. Section 2.10.4 of the Plan acknowledges that Column H includes lands zoned 'New Residential', 'Existing Residential', 'Mixed Use', or 'Town Centre'. The lands are zoned Objective C1 Mixed Use and therefore benefit from part of the 1,936 unit allocation to these lands.

The Draft Plan goes on to state that up to 50% of the floor area on C1 lands can be residential use. An Analysis of the capacity of the MP8 lands by O'Mahony Pike Architects has established that the capacity of the C1 lands controlled by MRP Investment & Development Ltd. is 17,390 sq m commercial (5 commercial blocks of 850sqm per floor block, and 1 block of 425sqm per floor, over 4 storeys). This commercial floor area equates to 350 residential units, assuming an average residential unit floor area of 109 sq m. Accordingly, the proposed amendment is consistent with the Core Strategy in the Draft Development Plan.

The Navan Development Plan 2009-2015 provides detailed guidance on the quantity of development to be accommodated on the MP8 lands. Table 2A4 expressly states that the lands can accommodate 354 no. units over two phases. Settlement Strategy OBJ 16 includes for inter alia 'The provision of a maximum of 300 no. residential units within the life of the Development Plan'.

Given the length of the LDR1(a) that traverses the site and the agreed phasing provisions under the MP8 masterplan accompanying the SHD application, it is planned that it will be delivered on a

phased basis as development is progressed across the masterplan lands.

The submission states that to further underpin any future CPO that may be necessary, it is considered appropriate that there is an express reference to a CPO in the Written Statement for Navan with the proposed amendment providing an appropriate level of certainty to all stakeholders that the Council will facilitate the delivery of the LDR1(a) as planned, and will provide policy and statutory support for the process, if required.

This submission states that the eastern boundary of the MP8 lands adjoins the former Dublin-Navan railway line. It is a long-held objective of the Council, the NTA's Transportation Strategy for the GDA, and the RSES, to reinstate the rail line. Pending a definitive commitment on timeframe and the making of a rail order it has been agreed with MCC that an at-grade crossing at the LDR1(a) can be provided as an interim measure.

This submission states that the LDR1(a) is intended to link the Trim Road to the Dublin Road and forms part of a wider strategic orbital route for Navan that will connect the N51 to the Dublin Road and the Navan South M3 link road. The submission states that given the strategic importance of the Road, particularly for the northern part of Navan where connectivity is constrained to the town centre, it is considered reasonable that the cost of the orbital route is borne by future developments in the wider Navan area benefitting from the road.

#### **Proposed amendment No. 2**

The submission states that it is unclear from the above statements if residential development on the MP8 lands should be provided at 35 units per hectare on the basis that it is not one of the two master plan locations that will accommodate a rail station, or whether residential densities of 45 units per hectare should be provided due to the central location of the site and its 'mixed use' zoning objective as per NAV OBJ2.

#### **Chief Executive's Response**

Having regard to the existing quantum of C1 Mixed use zoned lands at Beechmount and the B1 zoned lands within MP6, it is considered that there are sufficient lands zoned for C1 Mixed Use purposes at the Trim Road. The Mixed Use zoning which applies to the existing Filling Station and Lidl Store within the MP 8 lands to the north is considered an appropriate zoning for the existing uses and proposed Lidl expansion as detailed in submission no. MH-C5-685. It is considered that the C1 zoning should remain to the northern portion of the MP8 lands while an A2 New Residential zoning should be applied to the remainder of the current C1 zoning, with appropriate phasing mechanisms introduced to comply with the Core Strategy. The development of Strategic Employment Site MP10 to the south on the Trim Road will lead to an increase in demand for housing and the creation of a live-work community at this location.

On review of all residential and mixed use zonings in Navan, it is the considered view of the Chief Executive that the remainder of these lands should be zoned for New Residential given the proximity to the town centre and the character of the surrounding area. In the previous Plan there were 300 units allocated to this area (mixed use zoning). The current SHD on these lands provides for 126 residential units which will deliver a link street and will link with the distributor road from the south to cross the railway line and join the Springfield Glen road. This is an important piece of infrastructure in Navan. In order to deliver the remainder of this distributor road over and towards the railway line and onto this particular road, it is considered necessary to zone appropriate lands residential within this Plan period to deliver this road. The development of all roads in this area are developer driven therefore it is important that appropriate zoning is in

place to facilitate and accommodate their development.

Under the Draft Plan the lands were proposed to be zoned for C1 Mixed Use purposes and would deliver 300 units. The proposed residential zoning should comprise of Phase 1 and Phase 2 residential zoning with Phase 1 lands facilitating a maximum of 300 residential units within the lifetime of this Plan. The rezoning would therefore be core strategy neutral. The Phase 1 zoning should be applied to the lands to the north/east of the proposed link street while a Phase 2 zoning should be applied to the lands to the south of the link street. This phasing will facilitate the delivery of LDR1(a).

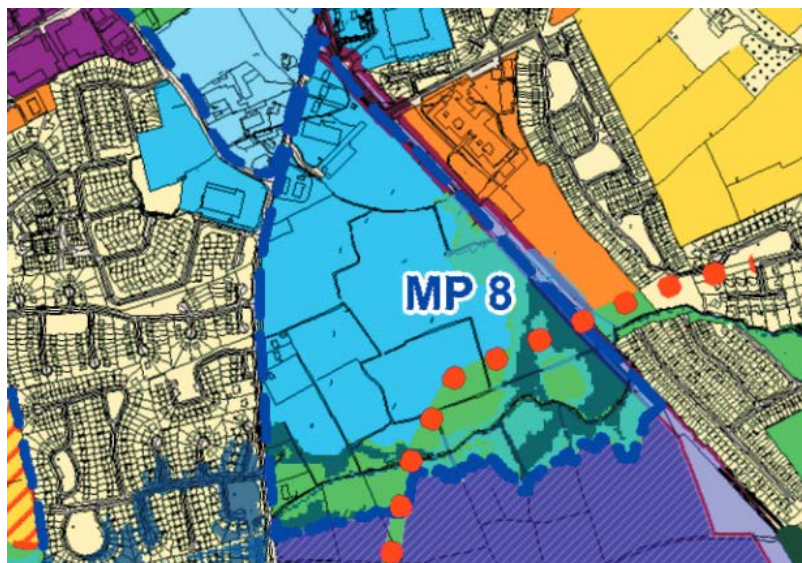
Capacity on the Trim Road is currently a problem and the development of the LDR1(b) is key to further development which will be accessing onto the Trim Road. Once the LDR1(a) and LDR1(b) are developed in their entirety these Phase 2 lands can be released for further residential development.

It is not considered appropriate or necessary to refer to CPO procedures as part of the Masterplan objective or the funding mechanism for same. The quantity of the land to be developed will be dependent on the capacity of the Trim Road and the development of LDR1(a) and LDR1(b) and it is not considered appropriate to state that 80% of the lands can be developed in advance of the completion of the link road to Springfield Glen. There are capacity issues on the Trim Road which will only be alleviated on the completion of LDR1(b). Allowing 80% of the MP8 lands to be developed prior to the completion of LDR2(a) and LDR1(b) would add significantly to the capacity issues on the Trim Road and would not be appropriate, unless alternative solutions can be provided.

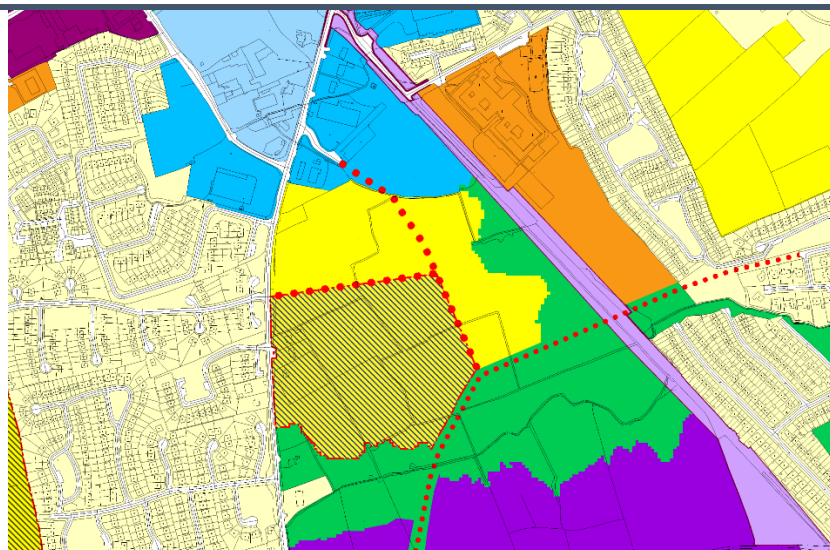
**Amendment 2** - Refer to submission no. MH-C5-816 recommendation no. 2 and Observation 12 of the OPR submission which addresses this issue and recommends amendments to permissible densities.

#### **Chief Executive's Recommendation**

Amend zoning from C1 to A2 New Residential (Phase 1) and Phase 2 for the lands to the south of the filling station and the Lidl Store. The land to the southwest of the Lidl Store should be retained as a C1 zoning to allow for future expansion of Lidl or complimentary uses.



Draft Plan zoning Map



Proposed amended zoning map detailing the A2 (Phase 1) and Phase 2 zoning.

Amend Master Plan 8 text within the Written Statement as follows;

Master Plan 8 relates to a triangle of land formed by the Trim Road, the former Navan-Dublin Rail Alignment and lands adjoining the Swan River. This area has been identified for mixed uses, **new residential** and an open space/amenity area. The design and delivery of local distributor road LDR 1(a) will be a fundamental part of any Master Plan. The Master Plan shall include details of the proposed phasing for the development of the lands which shall include the delivery of the Distributor Road.

<b>Submission No.:</b>	MH-C5-647
<b>Submitted by:</b>	Declan Brassil & Company Planning Consultants on behalf of MRP Investments & Development Ltd.
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>The proposed amendments relate to the lands under the control of MRP Investments &amp; Development Ltd within the area designated as MP13 under the current Navan Development Plan 2009-2015 and the Draft Plan. The MP 13 lands are located between the Trim Road and Commons Road and will be serviced by LDR2(a).</p> <p>The submission states that MRP has been actively engaging with all relevant stakeholders to deliver that part of the LDR2(a) beyond its ownership boundaries between the MP13 site and the Trim Road but it has not been possible to secure the necessary consents to date to complete the elements of the link beyond MRP's ownership boundaries. It is stated that the Phase 1 MRP lands on the eastern part of the MP13 area have been constrained by the inability of MRP to secure the necessary legal interest through third party lands to construct the LDR2(b) from its lands to the Trim Road which has delayed MRP progressing planning applications for residential development on those lands.</p> <p>The Phase 1 lands fronting to the Commons Road on the western part of the MP13 area is</p>	



currently designated Phase 2 in the Navan Development Plan 2009-2015. On the basis of the access constraints to the eastern MRP MP13 lands, an application for residential development under the Strategic Housing Development process is being progressed, supported by a masterplan for the MP13 area agreed with MCC, on that area now designated Phase 1 in the Draft County Plan. The Phase 1 designation in the Draft County Plan supports the SHD application and is welcomed by MRP.

This submission proposes the following amendments to the Written Statement for Navan and Sheet 28 (a) Land Use Zoning (Volume 2);

**Proposed Amendment No. 1:** The removal of the 'A2 Phasing – Residential land not available for development until post-2026' designation on the northern part of the MP13 master plan lands to allow the lands to be released over the period of the Meath County Development Plan 2020-2026.

**Proposed Amendment No. 2:** That Section 6.0 Master Plans of the Navan Written Statement in respect of Master Plan 13 is amended as follows:

*"An integral part of the development of these lands will be the delivery of Local Distributor Road LDR 2(a). The design and delivery of this Distributor Road shall be integrated into any Master Plan for these lands. This Distributor Road shall be delivered in its entirety in conjunction with the development of this Master Plan with those parts of the road contiguous to zoned residential lands being delivered as part of or in advance of the development of those lands. That part of the alignment extending from the zoned lands to the Trim Road will be delivered using the Council's CPO procedures, if necessary. Up to 70% of the MP13 lands can be developed in advance of the completion of the link to the Trim Road. The funding of the LDR2(a) will be the subject of a section 49 contribution scheme, being strategic infrastructure that serves the wider urban area. Pedestrian, cyclist and vehicular access to the MP13 lands will also be facilitated through the Balreask Manor, Balreask Village, and Canterbrook developments."*

**Proposed Amendment No. 3:** To clarify the density range applicable on the MP13 lands having regard to the ambiguity in the Written Statement and Objective NAV OBJ 2.

[Deletions in ~~strikethrough~~ and additions in red text.]

#### **Proposed amendment 1:**

The submission requests a Phase 1 swap within MP 13. This swap relates to lands that are also under the control of MRP and is proposed on the basis that the proposed Phase 1 area can be appropriately accessed from the Canterbrook and Balreask Village estates, pending the delivery of that section of the LDR2(a) from the Trim Road to the MP13 lands. It is stated that the access roads in the Canterbrook estate were developed by and remain under the control of MRP and that these roads were designed and intended to provide access to the subject lands and have adequate capacity to accommodate that area proposed for Phase 1. It is requested to change the northern portion of MP 13 to Phase 1 and a central portion to Phase 2.

#### **Proposed amendment No. 2**

The submission states that MRP has been actively engaging with all relevant stakeholders to deliver that part of the LDR2(a) beyond its ownership boundaries between the MP13 site and the Trim Road but that it has not been possible to secure the necessary consents and that it may be necessary for the Council to use its CPO powers to complete this critical element of strategic infrastructure for the town.

It is also requested that the Draft Plan is prescriptive in permitting the development of 70% of the

lands prior to the completion of the LDR2(a), such that development at the site is not restrained by the completion or full delivery of the LDR2(a).

The submission states that Section 11.13 'Development Contributions' of the Draft Plan indicates that supplementary development contribution schemes are put in place in respect of public infrastructure services or projects that will benefit development. The LDR2(a) Distributor Road is a planned public roadway that will alleviate congestion within Navan Town Centre and therefore meets the definition of "public infrastructure project or service" defined in Section 49(7) of the Planning and Development Act 2000, as amended, and the provisions of Section 11.13 of the Plan and the submission states that is therefore considered appropriate that provisions are made in the Draft Plan for a Supplementary Contribution Scheme in respect of the LDR2(a).

### **Proposed Amendment no. 3**

It is requested that a potential ambiguity in respect of the residential density range applicable to the MP13 lands, and the rest of Navan, is clarified in the interest of consistency.

The submission states that it is unclear from the above if residential development on the MP13 lands should be provided at 35 units per hectare overall on the basis that it is not one of the two master plan locations that will accommodate a rail station, in accordance with the Recommended density of future developments' for Navan, or if residential densities closer to 45 units per hectare should be provided on these lands due to their location.

It is stated that the indicative masterplan for the MP13 lands prepared in consultation with Meath County Council accommodates residential development at 35 units per hectare, and it is therefore requested that the Draft Plan is amended to provide certainty that residential densities of 35 units per ha are to be provided at the site.

### **Chief Executive's Response**

**Amendment 1** - See submission MH-C5-904 which addresses the Phasing of A2 New Residential zoned lands. The MP 13 lands are located between the Trim Road and Commons Road and will be serviced by LDR2(a). Capacity on the Trim Road is an issue and the development of the LDR1(b) is key to further development which will be accessing onto the Trim Road. Once the LDR1(b) and LDR2(a) are developed in their entirety these Phase 2 lands can be released. Only part of these lands will be accessed through Canterbrook/Balreask Village with the majority of the lands opening onto the LDR2(a) Distributor road or accessing onto the Commons Road. It is not considered appropriate to switch the Phase 1 and Phase 2 lands and accessing same through Canterbrook and adding to the capacity issues on the Trim Road.

**Amendment 2** - It is not considered appropriate or necessary to refer to CPO procedures as part of the Masterplan objective or the funding mechanism for same. The quantity of the land to be developed will be dependent on the capacity of the Trim Road and the development of LDR1(b) and LDR2(a) and it is not considered appropriate to state that 70% of the lands can be developed in advance of the completion of the link road to the Trim Road. There are capacity issues on the Trim Road which will only be alleviated on the completion of LDR1(b). Allowing 70% of the MP13 lands to be developed prior to the completion of LDR2(a) and LDR1(b) would add significantly to the capacity issues on the Trim Road and would not be appropriate.

**Amendment 3** - Refer to submission no. MH-C5-816 recommendation no. 2 and Observation 12 of the OPR submission which addresses this issue and recommends amendments to permissible densities.

### **Chief Executive's Recommendation**

No change recommended.
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<b>Submission No.:</b>	MH-C5-656
<b>Submitted by:</b>	Cllr Eddie Fennessy
<b>Submission Theme(s):</b>	Written Statement – Navan
<b>Summary of Submission:</b>	
<p>This submission requests an amendment to the wording of Masterplan 9 to provide for a Comprehensive Traffic Management Plan to be incorporated into Masterplan 9 having regard to the re-development of Páirc Tailteann. The submission recommends the following wording;</p> <p><i>'Meath County Council reserve its right to revisit Master Plan 9 to facilitate the provision of a comprehensive traffic management'.</i></p>	
<b>Chief Executive's Response</b>	
<p>Masterplan 9 was agreed by Meath County Council in 2018 and planning permission has been granted for the redevelopment of Pairc Tailteann as per Planning Reference No. NA/171423. A detailed Traffic Management Plan was submitted as part of this planning application and was assessed by the Roads Section of Meath County Council and deemed acceptable. Condition no. 4 of that permission states 'The applicant shall implement the Mobility Management Plan and shall comply in all respects with the Traffic and Transport Assessment submitted to the Planning Authority'.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended	

<b>Submission No.:</b>	MH-C5-685
<b>Submitted by:</b>	Tony Bamford Planning Consultant on behalf of Lidl Ireland
<b>Submission Theme(s):</b>	Zoning objective – Navan
<b>Summary of Submission:</b>	
<p><b>Note: this submissions relates to zoning lands in Navan and Kells.</b></p> <p><b>Navan</b></p> <p>This submission relates to land including the existing Lidl store at Trim Road in Navan which is zoned for C1 Mixed Use Purposes in the current Navan Development Plan and the Draft Plan.</p> <p>This submission states that Lidl has plans to redevelop and upgrade their existing store with a contemporary replacement discount store and as part of these investment plans it intends re-using and adapting its existing store to function alongside the new store which would involve its sub-division into two-three units.</p> <p>It is stated that this will be complementary to the substantial lands to the south of the defined MP8 area which will be suitable for large scale residential development which in turn would benefit from enhanced local retail facilities within the MP8 area.</p>	



The submission requests that the additional text in bold is added to the MP8 Masterplan text as follows:

*Master Plan 8 relates to a triangle of land formed by the Trim Road, the former Navan-Dublin Rail Alignment and lands adjoining the Swan River. This area has been identified for mixed uses **including neighbourhood centre facilities** and an open space/amenity area. The design and delivery of local distributor road LDR 1(a) will be a fundamental part of any Master Plan. The Master Plan shall include details of the proposed phasing for the development of the lands which shall include the delivery of the Distributor Road.*

## **Kells**

This submission relates to lands located on the Navan Road, Kells and are zoned A1 Existing Residential and F1 Open space in the current Kells Plan. In the Draft Plan the subject lands are zoned C1 Mixed Use and have an “Indicative Road Route” running through the centre of the lands from north to south.

The submission supports the proposed zoning of the application site for C1 and also supports the proposed road route connecting the R163 with the R147 and states that the subject site has a number of significant benefits which means this is a particularly appropriate location for mixed development;

- The site is located close to the town centre, within walking distance;
- Land-uses to the sites north are predominantly residential with mainly commercial and community uses (schools) etc to the south;
- It is an accessible site for people to walk and cycle to;
- It is set in mature landscape;
- It is located close to the proposed road network associated with the “backlands”.
- The land has benefited from flood relief works which mean the entire site is now in the Zone C flood area.
- There is permission on the site for a 77 bedroom nursing home. The life of the permission is extended to 01/11/2020 (KA151346)
- The site development for mixed uses accords with various proposed objectives of the Draft Development plan including: KEL POL 1.

## **Link Road Objective**

The submission states that Lidl is also in a position to deliver the proposed link road as part of a mixed use development and to this end an objective should be included in the Development Plan specifically addressing this under the section entitled “Movement” with a new objective inserted after KEL OBJ 16:

*‘KEL OBJ 17 – to promote and facilitate the delivering on a link road between the R163 and R147 at the Town parks, Zoned C1, north of the Navan Road, in conjunction with a mixed use development. The specific location of the link road will be determined as part of any future planning application’.*

The submission states that the link road allows the closure of certain movements at the forked junction to the west and also removes the current southbound 'rat-run' through the Old Court House roadway to avoid the fork if coming from Headfort Rd east to the Navan Rd/schools.

## **Comments on Draft Meath Retail Strategy 2020-2026:**

This submission states that existing net floorspace figures in Table 17 of the Draft Retail Strategy includes retail development that has permission but are not yet constructed and in the case of Kells this would include the large retail development at the Backlands of Kells which is noted in the Draft Plan to be unlikely to happen.

Of concern is that the use of these “existing figures”, will have knock on impacts on the capacity figures later in the Strategy. It is stated that these figures, it would appear, are then used in Table 21 (with some adjustments) to calculate the turnover and sales density (turnover per sqm) of existing floorspace with the results of this approach is that capacity in later tables is being unnecessarily depressed.

To this end, the following is advised:

- An up to date review of extant permissions is undertaken.
- Existing Floorspace should include only built and trading retail space.
- This figure should be the baseline for calculating capacity and allocations to towns at Table 30 should use this higher capacity figure.

Accepting that the Development Plan does note that all capacity figures are indicative only, it should be up to each applicant for new retail development to prove that there is capacity in each individual catchment for their retail development, which in each case may have to account for extant proposals as part of a cumulative impact assessment.

### **Chief Executive’s Response**

#### **Navan**

There is an existing neighbourhood centre located at Beechmount across the roadway to the east of the subject lands. It is therefore not considered appropriate to include provision for another neighbourhood centre adjoining Beechmount. The C1 zoning will however provide for neighbourhood centre uses on the subject lands and allow for appropriate expansion of same.

#### **Kells**

The support for the C1 zoning is noted.

#### **Link Road Objective**

It is agreed that there should be a specific objective detailed in the Kells Written Statement in relation to this link road which will help alleviate traffic congestion at this location on the R147. *‘KEL OBJ 17 – to promote and facilitate the delivering on a link road between the R163 and R147 at the Town parks, Zoned C1, north of the Navan Road, in conjunction with a mixed use development. The specific location of the link road will be determined as part of any future planning application’.*

#### **Retail Strategy**

The approach to the Retail Strategy as outlined in the Draft Plan is considered appropriate. The inclusion of extant permissions, whether or not it is believed they will be delivered is appropriate given the potential exists for these to be delivered. If these were not included in the calculations noted above, there would be a risk of leading to an over provision of retail floorspace that could lead to unnecessary vacancy in the future. It is however, considered appropriate that each application for new retail developments should prove that there is capacity in each individual catchment for their retail development, which in each case may have to account for extant proposals as part of a cumulative impact assessment. It is considered that the appropriate

mechanism for doing this is already included in the Draft Plan and outlined as part of DM OBJ 92. As the Draft Plan has provided a Retail Strategy for 2020-2026 and the period of the Draft Plan is to be updated to 2021-2027 it is considered appropriate to include an objective to review the Retail Strategy during the lifetime of the Draft Plan.

#### Chief Executive's Recommendation

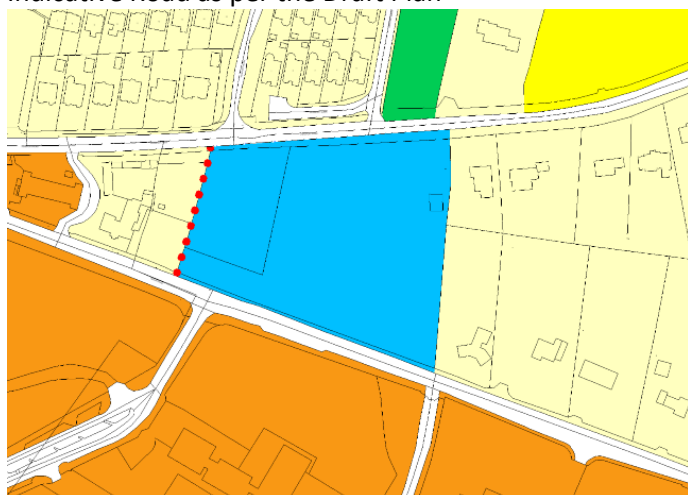
Insert objective KEL OBJ XX;

**'KEL OBJ 17 – to promote and facilitate the delivering on a link road between the R163 and R147 at the Town parks, Zoned C1, north of the Navan Road, in conjunction with a mixed use development. The specific location of the link road will be determined as part of any future planning application'.**

**Relocate road objective to along western site boundary**



Indicative Road as per the Draft Plan



Proposed amended Indicative Route

Insert objective ED OBJ XX;

**ED OBJ XX**

**To undertake a review of the Meath County Retail Strategy 2020-2026, over the life of the Development Plan.**

<b>Submission No.:</b>	MH-C5-697
<b>Submitted by:</b>	Thornton O'Connor Town Planning on behalf of John & Anne Price
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
The lands subject to this submission are located in the townland of Balreask on the R161 Trim Road in Navan.	

The submission states that with the recently developed GAA facility and the proposal to provide a huge quantum of employment lands directly opposite the subject site, there is a sound and compelling argument to rezone the subject site to provide residential accommodation that can support the many jobs that will be provided in the new enterprise lands and the new bustling community that is planned for this area.

It is stated that under Planning Application Reg. Ref. NA170970, permission was granted for outline permission for two dwellings on the subject site to sit alongside the existing dwelling and thus it has been demonstrated and accepted by the Planning Authority that the subject site has potential for development.

The submission states that in the context of the proposed 29 ha of enterprise lands opposite the site, this area can no longer be considered as 'rural' as the context will entirely change and in this context and having regard to the fact that the site is adjoined on both sides by existing residential development and the fact that permission has been granted to provide additional dwellings on this site, the site represents a logical infill piece of land, along with the lands to the north.

The submission states that the rezoning of these lands requires an amendment to the Town boundary as shown in the Draft Meath County Development Plan, however these lands are currently within the Town boundary as per the Navan Town Plan 2009-2015 as extended.

#### **Chief Executive's Response**

The development limit for the town follows the boundary of Balreask Manor which is a dense development. The development limit is also adjoined by the proposed distributor road to go from Trim Road to the Commons Road and northwest towards the northern link road to the motorway. Beyond this are significant areas of ribbon development that extend beyond the Trim Road and the Local Road (L8010). The development limit is clearly delineated and will be more clearly delineated by the construction of the distributor road. The Council have been consistent for other settlements in this Development Plan. Additional zoning at this location would militate against the objective to achieve a compact urban settlement and would be contrary to the sequential approach to the zoning and development of residential lands and the principles of sustainable development. The Planning Authority is satisfied that sufficient lands have been identified to accommodate the household allocation.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-711
<b>Submitted by:</b>	John Callaghan, Old Johnstown Village Community Group.
<b>Submission Theme(s):</b>	Chp 4 Economy and Employment Strategy, Chp 5 Movement Strategy, Chp 7 Community Building Strategy, Navan Written Statement
<b>Summary of Submission:</b>	
This submission addresses various issues which encompass observations on the Core Strategy, Housing Strategy, Economy and Employment Strategy, Movement and Community Building Strategy. The key issues relate to:	
<ol style="list-style-type: none"> <li>1. The implementation of appropriate traffic infrastructure, calming measures and public transport to accommodate the growing community and to counteract traffic congestion</li> </ol>	

from Johnstown to Kilcarn and from Kilcarn north to Navan along the R147.

2. The need to link the delivery of Community Infrastructure to the development of Housing in an effective way that delivers land for schools, community facilities and sporting facilities and the immediate need for community infrastructure in Johnstown Village
3. The need for the Development Plan to promote economic growth sectors that are not likely to generate outward bound commuting from Navan

#### **Chief Executive's Response**

1. This submission has been considered and it is concluded that there are three particular areas of concern, the first of which relates to traffic infrastructure for the Johnstown area. In this regard, the Draft Plan contains a high level policy, specifically MOV OBJ 40 which aims 'To implement a programme of traffic and parking management measures in towns and villages throughout the County, as resources permit.'  
More detailed objectives in relation to the issues raised can be dealt with as part of the Navan LAP.

2. The Draft Development Plan fully supports the development of community and leisure facilities and recognises its important role when forming sustainable communities. The Draft Plan contains numerous policies supporting the development of community facilities and ensures that adequate lands and services are zoned and reserved to cater for the establishment, improvement or expansion of all community facilities in the County. A number of sites are designated for G1 community use in Johnstown to cater for community /leisure needs of this area over the lifetime of the development plan.

It is noteworthy also that a detailed Local Area Plan for the town will be prepared during the life of this Plan. The focus for this plan period in the Johnstown area will be primarily on the 'catch-up' of the acknowledged deficiency of community facilities in this area. A requirement has been identified for a bespoke community facility to serve local residents. This Plan will support the provision of a community facility in Johnstown.

3. The Draft Development Plan fully supports the development of economic growth that does not require commuting. As outlined in Chapter 4 of the Draft Plan it is important that economic growth occurs in the county throughout the lifetime of the plan and this has become even more important as the country deals with the effects of the Covid-19 pandemic. With regard to reducing the reliance on commuting it should be noted that CS OBJ 16 seeks *"To support the creation of 'live work' communities, in which employment and residential accommodation are located in close proximity to each other and strategic multi-modal transport corridors, and to reduce long distance commuter trends and congestion."* Furthermore, as part of the Navan Written Statement, Vol. 2, NAV OBJ 11 specifically supports the provision of a live work community as part of the development of Navan. In this regard it is considered that this matter has been addressed as part of the Draft Plan.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-733 & MH-C5-798
<b>Submitted by:</b>	Sean Boyle Architect/Surveyor/Planning Consultant on behalf of The Representatives of the Late Trevor Fitzherbert
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission requests that 12.09 ha of land at Blackcastle Demesne in Navan which are currently unzoned are zoned for A2 New Residential purposes.</p> <p>The submission states that the main reason for the request for this zoning would be to facilitate the construction of a road from the SDZ lands on the Slane Road with a bridge across the river to the LIHAF road. It is stated that this would complete the ring road for Farganstown which would relieve major traffic congestion in the town.</p> <p>The submission states that in the Development Plan a number of years ago this bridge and road section were proposed and dropped because of lack of funding. The submission requests that a small section of this land be zoned A2 and the remainder A2 (Post 2026) to help finance part of this project and make the road proposed cheaper to finance. The submission states that finance for the bridge and the road are available privately to the Local Authority and Department if they so wish.</p>	
<b>Chief Executive's Response</b>	
<p>There is merit in this proposal. However, there is sufficient land zoned for residential use within the proposed development plan boundary to accommodate the projected population increase over the lifetime of the Plan. Furthermore, additional zoning of the scale proposed at this location would militate against the objective to achieve a compact urban settlement and would be contrary to principles of sustainable development. Though it would be premature to zone these lands as part of the Draft Plan, it would be appropriate to re-examine the zoning proposal in the context of the review of future development plans.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-783
<b>Submitted by:</b>	Sean Boyle Architect/Surveyor/Planning Consultant on behalf of Tadhg Donnelly
<b>Submission Theme(s):</b>	Zoning Objectives - Navan
<b>Summary of Submission:</b>	
<p>This submission refers to 35.2 ha of lands at Proudstown Road in Navan which are currently unzoned. The submission requests that the lands are zoned for A2 New Residential (Phase 2) for future development. The submission states that the land is proximate to Simonstown Gaels and opposite Simonstown Lane on the R162 and that the land to the south is currently next to the SDZ lands on the Proudstown Road.</p>	
<b>Chief Executive's Response</b>	
<p>There is sufficient land zoned for residential use within the proposed development plan boundary to accommodate the projected population increase over the lifetime of the Plan. Furthermore, the subject lands do not abut any particular zoning and additional zoning of the scale proposed at this location would militate against the objective to achieve a compact urban settlement and</p>	

would be contrary to principles of sustainable development.

**Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-842
<b>Submitted by:</b>	Navan O'Mahony's GAA Club
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission relates to the Navan O'Mahony's GAA Club lands on the Trim Road in Navan. The lands are zoned for G1 Community Infrastructure in the Draft Plan and comprises of 4.23 ha. The submission states that the lands include a house from the 1960's which has recently been renovated and is now rented to a third party.</p> <p>It is requested that the house and lands adjoining the Trim Road be rezoned to residential. It is stated that the land adjoining the Trim Road on either side of the house is not sufficient in size or suitable to facilitate a playing/training pitch.</p>	
<b>Chief Executive's Response</b>	
<p>The road frontage to the north and south of the existing dwelling is within and forms part of the zoned G1 Community Infrastructure lands boundary and therefore should remain unchanged. The residential use onsite is considered compatible with the G1 Community Infrastructure zoning and could potentially in the future be utilised as a clubhouse or community facility. Likewise the land adjoining the dwelling along the road frontage forms part of this overall G1 zoning and can be utilised for parking/warm-up areas ancillary to the GAA pitches onsite. As referenced in the response to submission numbers MH-C5-921, MH-C5-569 and Mh-C5-697 there are significant issues with ribbon development along this section of the Trim Road and further residential zoning could potentiallt add to same and is therefore not considered appropriate.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-846
<b>Submitted by:</b>	Gerard Lynn
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission relates to lands at the Trim Road in Navan which are zoned for F1 Open Space purposes in the Draft Plan. The submission states that the lands are currently zoned C1 Mixed Use purposes and have been such for the life of a number of Development Plans. The property's current use is stated as exiting residential.</p> <p>The submission states that the objectives of the National Planning Framework (NPF), is designed to leverage a greater proportion of residential and commercial development, supported by infrastructure, services and amenities, within the existing built 'footprint' of larger urban areas. The submission states that to zone the existing C1 zoned lands as F1 Open Space is contrary to this National Policy and an inappropriate zoning for an existing residential property.</p>	



It is stated that if the aim is to provide the facility for a linear park these lands are private residential and will not be appropriate and are not required on the basis that existing lands are available south of the River Swan.

The submission states that the consultants of RPS who are the foremost flood consultants in Ireland were involved on two fronts, both as advisors on LAP and as assessors under the OPW CFRAMS and have prepared analyses for OPW and in dealing with Swan River have not identified the subject site as potential flood risk. It is also stated that the JBA analyses have not shown the site as potential flood risk.

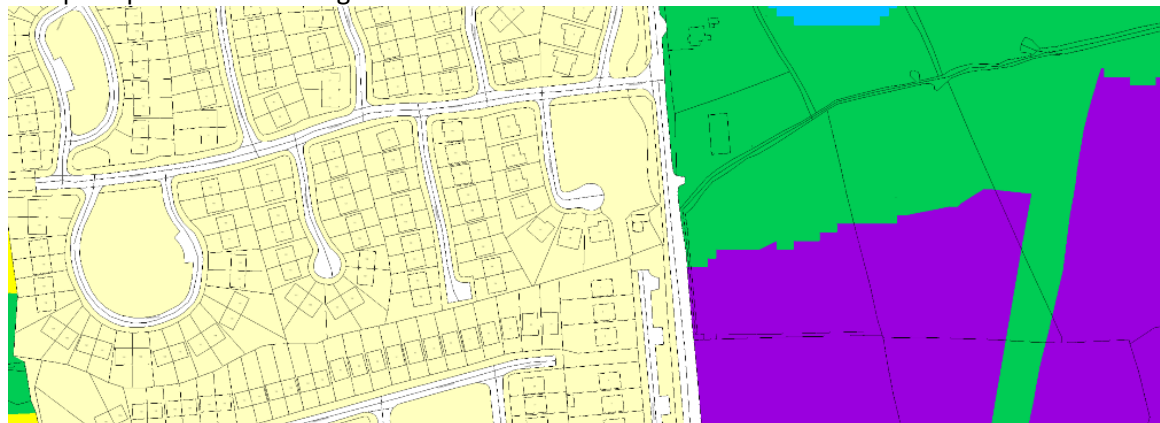
The submission states that the property is at the highest point along the drainage channel on the east side of the Trim Road and is not at risk of flooding and it is requested that the C1 Mixed Use zoning is retained.

#### **Chief Executive's Response**

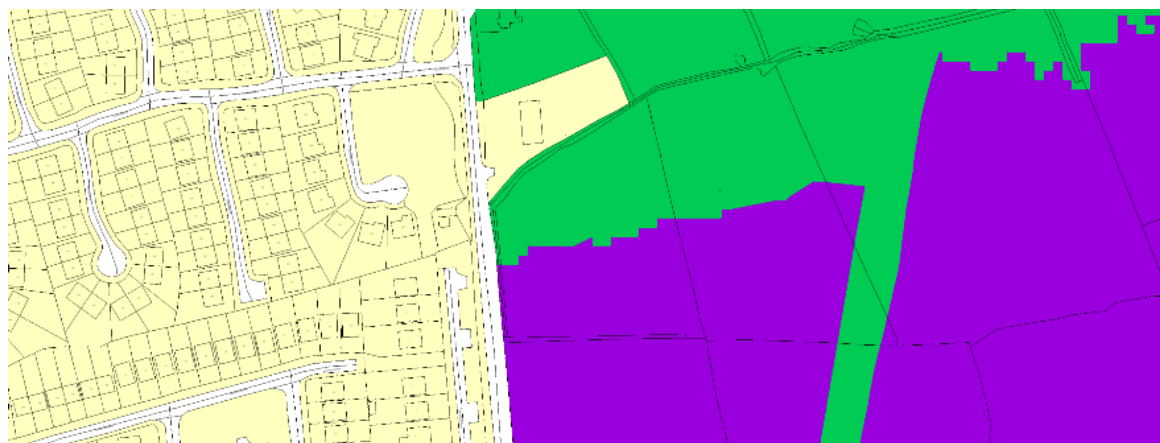
There is an existing and permitted dwelling on the site to which this submission refers and a dwelling adjacent to the north also. This dwelling is habitable and occupied. It is considered that the zoning should revert to an A1 Existing residential zoning having regard to the existing dwelling onsite. The rezoning of the site to A1 will not prevent the realisation of a linear park along the Swan River as there are sufficient lands to the south to provide for same.

#### **Chief Executive's Recommendation**

Owing to the existing dwelling onsite it is recommended that the zoning should be amended from F1 Open space to A1 Existing Residential.



Zoning as per the Draft Plan



Proposed amended Land Use Zoning Map detailing lands rezoned from F1 Open Space to A1

Existing Residential
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<b>Submission No.:</b>	MH-C5-863
<b>Submitted by:</b>	Cllr Alan Lawes
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission relates to Johnstown in Navan and states that rapid growth has occurred in Johnstown year after year without any community facilities being added to cater for the rapidly growing population with the local schools and roads at full capacity and that work has begun at the junction of Medges and Kentstown Roads that when finished will see another 1600 homes added to the area without any community facilities. It is stated that the new Plan cannot allow this type of development to continue that builds communities without the appropriate facilities to go with them.</p>	
<b>Chief Executive's Response</b>	
<p>The Draft Plan fully supports the development of community facilities and leisure and recognises its important role when forming sustainable communities. The Draft Plan contains numerous policies supporting the development of community facilities and ensures that adequate lands and services are zoned and reserved to cater for the establishment, improvement or expansion of all community facilities in the County. A number of sites are designated for G1 community use in Johnstown to cater for community /leisure needs of this area over the lifetime of the Development Plan.</p> <p>It is noteworthy also that a detailed Local Area Plan for the town will be prepared during the life of this Plan. The focus for this plan period in the Johnstown area will be primarily on the 'catch-up' of the acknowledged deficiency of community facilities in this area. Chapter 7 'Community Building Strategy' sets out in the requirements for Social Infrastructure Audits of all residential developments in excess of 50 units and states that such audits may be required for developments under this threshold. As the population of Navan continues to grow this Plan will continue to support the provision of community infrastructure. In Johnstown, a requirement has been identified for a bespoke community facility to serve local residents and the Community Section of the Council has carried out detailed surveys with local residents in the relevant areas. This Plan will support the provision of a community facility in Johnstown.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-899
<b>Submitted by:</b>	Joe Bonner Planning Consultant on behalf of Elm Court Developments Ltd.
<b>Submission Theme(s):</b>	Land Use Zoning – Navan

**Summary of Submission:**

This submission has been prepared on behalf of Elm Court Developments Limited, who are the developers of the Beaufort Place development at the northern end of Navan town. It is stated that Elm Court Developments Limited continue to own part of the overall development area and in this submission are seeking that part of the landholding is rezoned to 'A2 New Residential' so that it can be made available for the development of 5 houses on what is designated but unused public open space.

The submission states that the zoning map shows some of the existing open spaces within Beaufort Place in green but several other areas of public open space are shown to be zoned 'A1 Existing Residential'.

It is stated that the overall site extends to 18.44ha and is substantially complete at this time. There are 302 houses built on the site at present while permission has been granted on appeal by An Bord Pleanála (ABP-300243-17) for a mix of 45 houses and apartments on the undeveloped strip of land running along the southern part of the Landholding.

The area of public open space provided within the overall Beaufort Place development is 16.95% of the total site area and when the permitted development at the south is developed it will bring the overall open space to 18.11% of the overall site area.

The submission states that when the low housing density and large amount of private open space are factored in, the residents of Beaufort Place are well served with amenity space.

The submission states that while it acknowledged that the entire development is now zoned A1 Existing Residential, and the Draft Plan contains a policy to *maintain free from development... open space, to ensure the availability of community and recreational facilities for the residents of the area*, such is the isolated nature of the open space in the northwest corner of the landholding and its lack of direct overlooking, it had been overgrown and unused for many years until recently and had become the location for domestic dumping and anti-social behaviour.

It is stated that the development of this area will help to ensure that the remaining public open space directly to the east is more accessible to the residents and will be provided with passive surveillance, which heretofore it was not.

It is requested that the lands identified in the north-western corner of the development extending to 0.34ha are specifically zoned 'A2 New Residential'.

**Chief Executive's Response**

It is a policy of the Council (SOC POL 41) 'To maintain free from development, lands that are the subject of a deed of dedication identified in a grant of planning permission as open space, to ensure the availability of community and recreational facilities for the residents of the area'. The rezoning of the subject lands from designated public open space to A2 New Residential would be contrary to this policy.

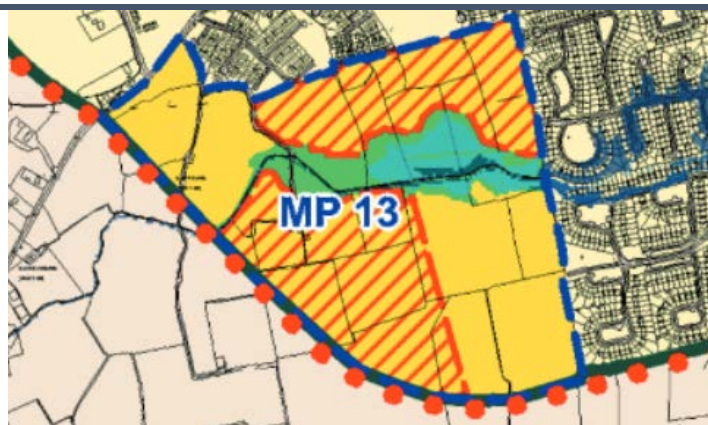
**Chief Executive's Recommendation**

No change recommended.

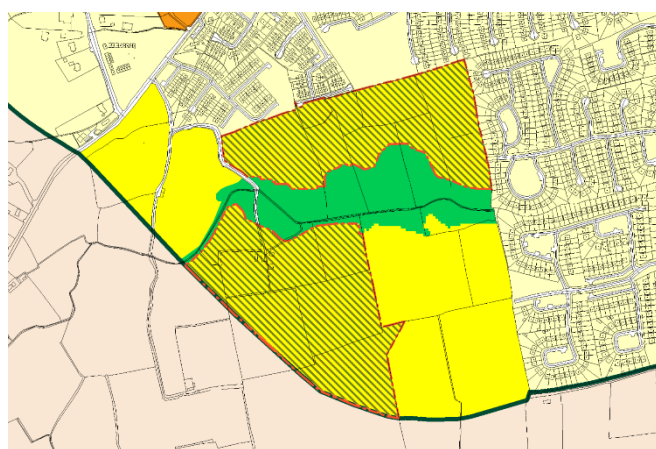
**Submission No.:**

MH-C5-904

<b>Submitted by:</b>	Roscoral Ltd
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission relates to 8 acres of land located between the Trim Road and Commons Road in Navan which is zoned for A2 New Residential (Post 2026) in the Draft Plan and also forms part of Masterplan MP 13. It is stated that the Masterplan covers an area of 39.6 ha and that a critical and integral part of the development of these lands is the construction of the Local Distributor Road LDR2(a).</p> <p>The submission states that the Draft Plan recognises that the construction of the distributor roads in Navan would improve connectivity and accessibility within the town and would allow large volumes of through traffic to be removed from the town centre. The submission states that LDR2(a) is a very important road in that context and as the delivery of the road will be effectively developer driven the phasing of the lands to post 2026 is delaying the delivery of this road.</p> <p>It is further stated that the zoning of the lands on either side of the Masterplan lands does not make for a coherent and integrated development and that it would be more prudent to have all the lands zoned as A2 with no restriction and that the matter of the phasing of the development would be more appropriately considered in the context of the preparation of the Masterplan.</p>	
<b>Chief Executive's Response</b>	
<p>In its 'Guiding Principles for Core Strategies' the RSES requires Local Authorities to have regard to the settlement hierarchy in the preparation of the Core Strategy. There is also a recognition that the implementation of the Growth Strategy of the NPF at a regional and county level will result in inconsistencies with existing plans, particularly with regard to the quantum of land zoned for residential use.</p> <p>The RSES provides the following options to address the issue of excess residential lands:</p> <ul style="list-style-type: none"> <li>• Apply prioritisation measures which takes account of the sequential development of lands which are suitable for housing but may not be forthcoming in the plan period</li> <li>• De-zone the land</li> </ul> <p>In identifying the residential land requirement for this Plan and addressing the issue of excess lands consideration has been given to both options set out above. An evaluation of all undeveloped residential lands in each settlement has been carried out. The prioritisation/phasing of residential lands has only been utilised in the larger settlements where population growth is to be concentrated i.e. Regional Growth Centre, Key Town, or Self-Sustaining Growth Towns and only where there are fundamental reasons which support the requirement to phase such lands. The phasing is required as per the NPF, RSES and the Core Strategy.</p> <p>It is noted that there is a minor mapping error whereby the Residential Phase 2 zoning does not follow the field boundary. This error should be corrected.</p>	
<b>Chief Executive's Recommendation</b>	
<p>It is noted that there is a minor mapping error whereby the Residential Phase 2 zoning does not follow the field boundary. This error should be corrected.</p>	



Draft Plan Land Use Zoning



Proposed Amended Land Use Zoning Map

<b>Submission No.:</b>	MH-C5-912
<b>Submitted by:</b>	Simonstown Gaels GAA Club
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission relates to the rezoning of lands adjacent to the existing Simonstown Gaels GFC facility on the Proudstown Road in Navan. The submission is accompanied by a copy of the Clubs Strategic Review which identifies the clubs needs over the next 5 years. The submissions states that the rezoning in the Draft Plan will serve the needs of the club in the medium to long term.</p> <p>The submission welcomes the explicit statements and objectives set out in the Draft Plan Section 7.7.6 Existing Sport and Leisure Infrastructure under the headings SOC POL 32 to SOC POL 36 and SOC OBJ 9.</p>	
<b>Chief Executive's Response</b>	
<p>A requirement for additional community facilities and active open space has been identified in north Navan and is noted in Section 5.6 of the Navan Written Statement. The demand for such facilities in this part of the town will increase further if the SDZ lands are developed. Taking this</p>	

into account an additional c.5 hectares of land have been zoned for community uses adjacent to Simonstown Gaels GFC which this submission fully supports.

**Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-921
<b>Submitted by:</b>	Derek Whyte Planning Consultant on behalf of Davy Targeted Investments Ltd
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
This submission requests the zoning of 14 acres of existing unzoned lands on the Trim Road in Navan to A2 New Residential. It is stated that the lands adjoin existing housing developments and the potential and opportunity for additional permeability is high. The submission states that the lands are serviced and the zoning of lands for a development company capable of delivering houses in Navan should be prioritised.	
<b>Chief Executive's Response</b>	
The development limit for the town follows the boundary of Balreask Manor which is a dense development. The development limit is also adjoined by the proposed distributor road to go from Trim Road to the Commons Road and northwest towards the northern link road to the motorway. Beyond this are significant areas of ribbon development that extend beyond the Trim Road and the Local Road (L8010). The development limit is clearly delineated and will be more clearly delineated by the construction of the distributor road. The Council have been consistent for other settlements in this Development Plan. Additional zoning at this location would militate against the objective to achieve a compact urban settlement and would be contrary to the sequential approach to the zoning and development of residential lands and the principles of sustainable development. The Planning Authority is satisfied that sufficient lands have been identified to accommodate the household allocation.	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-927
<b>Submitted by:</b>	Balreask Manor Residents Association
<b>Submission Theme(s):</b>	Chapter 5 Movement Strategy
<b>Summary of Submission:</b>	
This submission relates to MP13 for Navan Town which allows for a thru road in Balreask Manor Residents Association, joining the Trim Road to new developments in the direction of the Commons Road.	
This conflicts with plans to complete Balreask Manor by building 6 semi-detached house and blocking off the estate from any thru road. The Residents Association wish to show full support for the completion of the residential units and opposes the development of any road connecting the estate to the fields to the west.	
<b>Chief Executive's Response</b>	
The delivery of a through road to access MP13 lands through Balreask Manor will provide the	



most direct route to these lands, will improve high levels of permeability for pedestrians and cyclists and would be in accordance with DMURS. Notwithstanding this, this issue will be considered in greater detail during the preparation of the Navan Local Area Plan.

#### **Chief Executive's Recommendation**

No Change Recommended.

<b>Submission No.:</b>	MH-C5-951
<b>Submitted by:</b>	Mairi Caughey
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission requests the C1 zoning adjacent to the southeast of Johnstown Shopping Centre is removed thereby allowing a thick belt of woodland to run around the north, east and west of the IDA Business Park providing a valuable wildlife habitat and wildlife corridor.</p> <p>The objective which seeks to link green spaces within the town is fully supported and it should apply to the IDA Business Park for the reasons detailed above.</p> <p>The submission welcomes the inclusion of LCA 5: Boyne Valley in the Draft Plan Appendices. It is stated that the recommendations under 'potential capacity' are broadly correct however does not address the small-scale man-made features which have appeared along the banks of the Boyne, including signs, shrines and life belt posts all of which impede views and result in visual clutter. It is recommended that there should be a statement regarding the erection of these features and the illegal ones should be removed and that guidance on the siting and design of necessary infrastructure should be provided. People who wish to remember loved ones who have perished in the river should be invited to plant a tree along the river as opposed to erecting a shrine.</p> <p>It is also stated that the IDA Business Park contains 2 large undeveloped fields, one in the northern section and one in the southern section both of which contain young and mature woodlands. The importance of the 2 fields and the woodlands as a wildlife habitat within the urban area of Navan is stated and it is recommended that rather than allow piecemeal development of individual parcels of land within these fields the Council should prepare a Site Design Statement which would specify measures to protect and enhance the value of the young and more mature woodland and retain some degree of connectivity and habitat value across the fields. It is stated that the measures should include;</p> <ul style="list-style-type: none"> <li>• Adding a buffer between the mature woodland and the slopes of the River Boyne to keep disturbance away from the wildlife</li> <li>• Wildlife corridors to be incorporated into sites.</li> <li>• Orientate buildings and lights to keep lights away from the woodlands</li> <li>• Any lights near the woodlands should be LED in amber spectrum to cause less interference to bats.</li> </ul>	
<b>Chief Executive's Response</b>	
<p>As referenced in submission no. MH-C5-231 an SHD has been granted permission on the C1 zoned lands. In relation to undeveloped lands within the Business Park any planning application on same will be subject to assessment as part of the development management process and the</p>	

ecological impact of and proposals will be assessed. The Council recognises the importance and significance of the River Boyne and woodlands and ecological corridors and hence the H1 High Amenity zoning which applies to the lands between the Business Park and the river. The Council do not encourage or promote the placement of signage, shrines or other visual clutter at scenic locations and any concerns in relation to such specific cases should be referred to the relevant Council Departments.

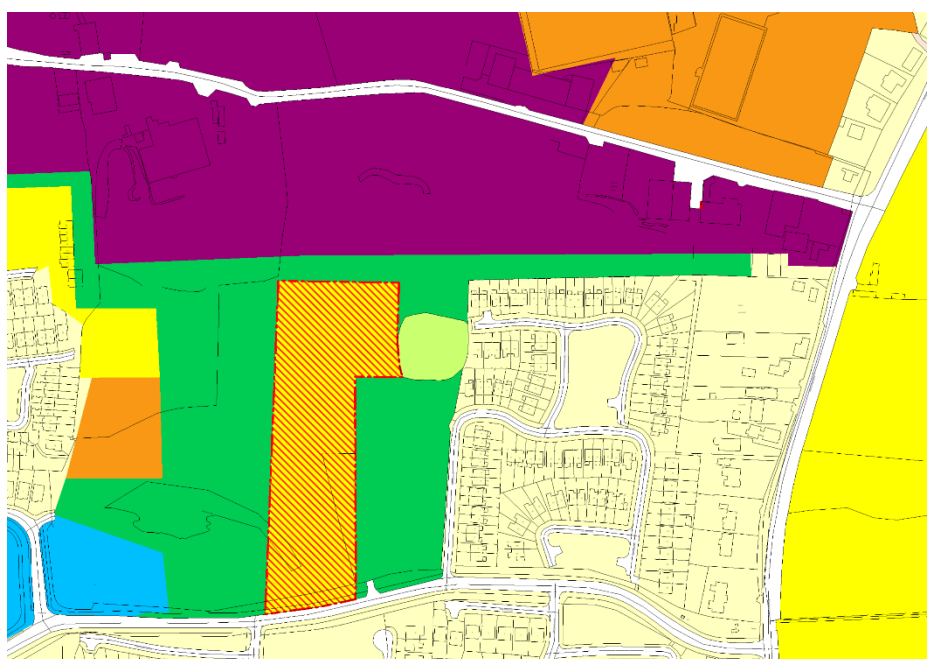
#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-973
<b>Submitted by:</b>	Frank Burke & Associates on behalf of Ann McKeever
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission relates to lands at Clonmaggaden to the north side of Navan town and seeks the rezoning of existing F1 and H1 zoned lands to A2 New Residential. The submission outlines that the lands are easily accessible, are serviced with surface water drain, public water and public sewer. The submission states that there are trespass and anti-social behaviour issues on these lands and that the lands are not agriculturally viable. It is also stated that the lands contains a ringfort which is zoned for H1 high Amenity which is being damaged by trespassers.</p>	
<b>Chief Executive's Response</b>	
<p>The lands are currently zoned for F1 Open Space. The MP4 lands adjacent to the west have been developed with these subject lands left fallow and have been utilised as informal open space and become a location for anti-social behaviour. The subject lands are considered to represent a strategic landbank within the development envelope of Navan and adjoining existing residential, employment, mixed use and community development. While a sufficient quantum of lands have been identified to accommodate the household allocation during this Plan period a New Residential (Post 2027) zoning is considered appropriate for these lands. The lands, in association with the adjoining employment lands to the north, will present an opportunity for the creation of a live-work community at this location. There is also a large area of formal F1 Open Space within the MP4 lands adjacent to the west of the subject lands and zoned Open Space adjacent to the East.</p> <p>Kilsaran Lane to the north will in the long-term be taken in charge by the Council and a full re-design with new footpath and carriageway will be developed which will require land-take from the existing E2 lands along the south of Kilsaran Lane. Consequently, it is considered appropriate to zone a further section of E2 lands to the south of Kilsaran Lane and the remainder of the F1 zoning should be rezoned to A2 New Residential (Post 2027). The High amenity zoning should be retained around the ringfort in order to ensure its protection.</p>	
<b>Chief Executive's Recommendation</b>	
<p>It is recommended to extend the E2 General Enterprise zoning and zone the lands A2 New Residential (Phase 2).</p>	



Draft Plan Land Use Zoning Map



Proposed amended Land Use Zoning Map

<b>Submission No.:</b>	MH-C5-974
<b>Submitted by:</b>	Paul Carroll & Associates on behalf of JP Molloy
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission relates to lands at Balreask Manor which is adjacent to the MP 13 lands. The submission states that it has transpired during the course of a planning application and subsequent discussion with the Planning department that planning permission to build on this land will be considered premature until such time as MP 13 is finalised, the objective being that access may be required through this land to service the lands to the west within MP13.</p> <p>It is stated that in a meeting with the residents of Balreask Manor and MCC in 2008 the residents were given assurances that there would not be any access from the lands of MP13 through their estate and that the residents are fully supportive of the submitter completing the development with 6 semi-detached dwellings on this portion of land.</p>	

**Chief Executive's Response**

The purpose of the Masterplan is to ensure accessibility from the MP13 lands to the Trim Road and the Commons Road and outline foot and cycle permeability through adjoining developments including Balreask Manor however it is not known at this time if there will be vehicular access. A Masterplan will be agreed prior to any planning application on these lands and the public will have an opportunity to make a submission in relation to any planning application.

**Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-1020
<b>Submitted by:</b>	Tom Phillips & Associates on behalf of Mr. Frank Cosgrove
<b>Submission Theme(s):</b>	Land Use Zoning – Navan
<b>Summary of Submission:</b>	
<p>This submission relates to currently unzoned lands at Kilcarn Park, Kilcarn, Navan to the south of the Oldtown Road and to the east of the R147 and to the south of Carne Hill residential development. This submission requests the extension of the Navan Development Boundary as designated in the Draft Plan and the rezoning of the subject site to provide for future residential development as well as community infrastructure.</p> <p>The key reasons identified are as follows;</p> <ul style="list-style-type: none"><li>• The Draft Plan substantially underestimates the future population and therefore land-use allocation decisions within the plan are flawed, including the number of homes required.</li><li>• The Draft Plan assumes that the full quantum of extant permissions will be delivered and includes these in its future housing allocation and that it is illogical to consider that this could occur and this further exacerbates the under-supply of housing within the plan.</li><li>• The Draft Plan assumes that the full quantum of zoned lands for residential development within the Draft Plan will be converted into homes within the 6 year life of the plan which drastically undermines the need to deliver the required number of new homes within the plan period and will result in further shortages in house supply after 2023.</li><li>• Whilst it is acknowledged that the Draft Plan includes an additional 25% headroom in the calculation of projections, it is considered that should population growth only match RSES projections (less 25% headroom), there will be a shortage of housing supply should the quantum of residential land not be increased.</li><li>• The subject lands represent an excellent opportunity to increase the supply of residential and community infrastructure within a well serviced area. Furthermore, the site is not impacted by any flooding or environmental constraints and is an ideal candidate to deliver between 190 and 245 homes.</li></ul> <p>The submission also states that the Draft Plan proposes that part of the land be zoned G1 Community Infrastructure (4.39 ha) and that they have been unable to locate any reference to any evidence based analysis that has occurred to support the proposed quantum of land being zoned. The submission states that currently there is 42.99 ha of land zoned for Community Infrastructure in south-east Navan with 11.77 ha of this zoned land undeveloped and without any planning permission. It is stated that the proposed rezoning will increase the quantity of Community Infrastructure land in south-east Navan to 47.38 ha.</p>	

It is stated that while the landowner does not oppose the partial rezoning of the land for Community Infrastructure it is submitted that the provision of additional community infrastructure zoned land will result in an overall improvement in services and land-use mix within the Johnstown village area and will result in the area being more attractive and better serviced, warranting an increase in residentially zoned land in its proximity. It is stated that the landowner is actively engaged with community groups regarding the use of the land and that by rezoning the land for residential purposes it will ensure that the required Community Infrastructure can be delivered in conjunction with the development of new homes.

It is stated that the rezoning of the site to part community infrastructure and part residential will increase the amount of residential land within proximity to a well serviced village core. It is also stated that the site is proximate to all necessary services and the bus service to Navan Town Centre. It is also stated that the zoning of the site would be a logical extension to the existing pattern of development.

The submission puts forward 3 options for the rezoning of the lands to A2 New Residential adjoining the proposed G1 Community Infrastructure zoning in the Draft Plan. Option 1 is detailed as the preferred option and consists of 7 ha of A2 zoning and 2 ha of G1 zoning. The 3 options consist of different zoning layout options for the A2 and G1 lands.

#### **Chief Executive's Response**

There is sufficient land zoned for residential use within the proposed development plan boundary to accommodate the projected population increase over the lifetime of the Plan. Furthermore, additional zoning of the scale proposed at this location would militate against the objective to achieve a compact urban settlement and would be contrary to principles of sustainable development.

In relation to the G1 Community Infrastructure, submission number MH-C5-485 from Johnstown Football Club and Johnstown Boxing Club refers to these lands. The focus for this plan period in the Johnstown area will be primarily on the 'catch-up' of the acknowledged deficiency of community facilities in this area and the G1 zoned lands which this submission and MH C5-485 refer to will help alleviate this deficiency.

#### **Chief Executive's Recommendation**

No change recommended.

## **MAYNOOTH ENVIRONS**

<b>Submission No.:</b>	MH-C5-224
<b>Submitted by:</b>	Kennedy Associates Chartered Town Planners on behalf of Sky Castle Ltd
<b>Submission Theme(s):</b>	Land Use Zoning – Maynooth
<b>Summary of Submission:</b>	
<p>This submission relates to lands in the townland of Moygaddy, Maynooth Environs. The submission states that the author fully supports the aims of the Draft Plan for Maynooth Environs and as major landowners they are strategically positioned to deliver on the council's intention to create a sustainable 'live-work' community and are committed to the delivery of the portion of the Maynooth Outer Orbital Route (MOOR) within Moygaddy.</p> <p>There are 4 specific issues in the Draft Plan which the submission requests are addressed;</p> <ol style="list-style-type: none"> <li>1. May Obj 3; Student Accommodation. Request that the Symbol Location is moved to the north of the MOOR on the zoning map as the landowner proposes to locate it there.</li> <li>2. May Obj 5; Indicative Road Route (MOOR) should be amended to show how it will connect with the MOOR being developed by Kildare County Council.</li> <li>3. Alignment of zoning boundary for Zoning Objective D1 Tourism with E1 Employment. The D1 Tourism Zone is shown as extending beyond the proposed eastern edge of the MOOR, such that a long narrow strip of D1 zoned land will remain along the entire road frontage of the adjoining E1 zone which would detract from the development potential of the E1 zone and be unusable for any tourism purposes. It is suggested that the line of the MOOR would be a more appropriate boundary.</li> <li>4. The G1 zoning only provides for development of a hospital and health centre as 'permitted uses'. Concern that the G1 zoning does not include for associated uses is raised. It is considered that the addition of 'medical and related uses' to the range of 'permitted uses' in the G1 zoning category would give greater certainty and help deliver an appropriately scaled development on these lands. It is stated that it would also be beneficial if the general reference to 'associated medical facilities' in the Maynooth Environs Written Statement could include reference to 'medical consultants suites, nursing and staff accommodation and nursing home'. If this is not deemed appropriate it is requested that a specific objective be inserted in the Plan to facilitate 'medical and related uses' on the G1 zoned lands.</li> <li>5. The notations on MP1 and MP2 in the Written Statement do not match the zoning map.</li> </ol>	
<b>Chief Executive's Response</b>	
<ol style="list-style-type: none"> <li>1. The symbol is located along the route of the MOOR and it is agreed that it should be moved to the north of the MOOR as the symbol would be more visible and is a suitable location for the student accommodation.</li> <li>2. As requested by the OPR submission MH-C5-816 the adjoining zonings for Maynooth within the administrative area of Kildare County Council will be shown on the Maynooth Environs Zoning Objectives Map. The route of the MOOR within the Kildare County Council administrative area will be detailed.</li> <li>3. The zoning as per the Draft Plan is correct however the indicative location of the eastern section of the MOOR is incorrect and is an administrative error. This has been corrected</li> </ol>	



under errata and administrative errors.

4. Healthcare Practitioner is an 'Open for Consideration' use on G1 zoned lands which facilitates 'medical and related uses'. The permitted and open for consideration uses for G1 zoned lands contained in the Draft Plan are typical of any Development Plan and the Council have been flexible as far as practical with any previous planning applications and will also do so in the future. A hospital and ancillary services will be permitted under such zoning
5. It is noted that the notations on MP1 and MP2 in the Written Statement do not match the zoning map and this will be amended

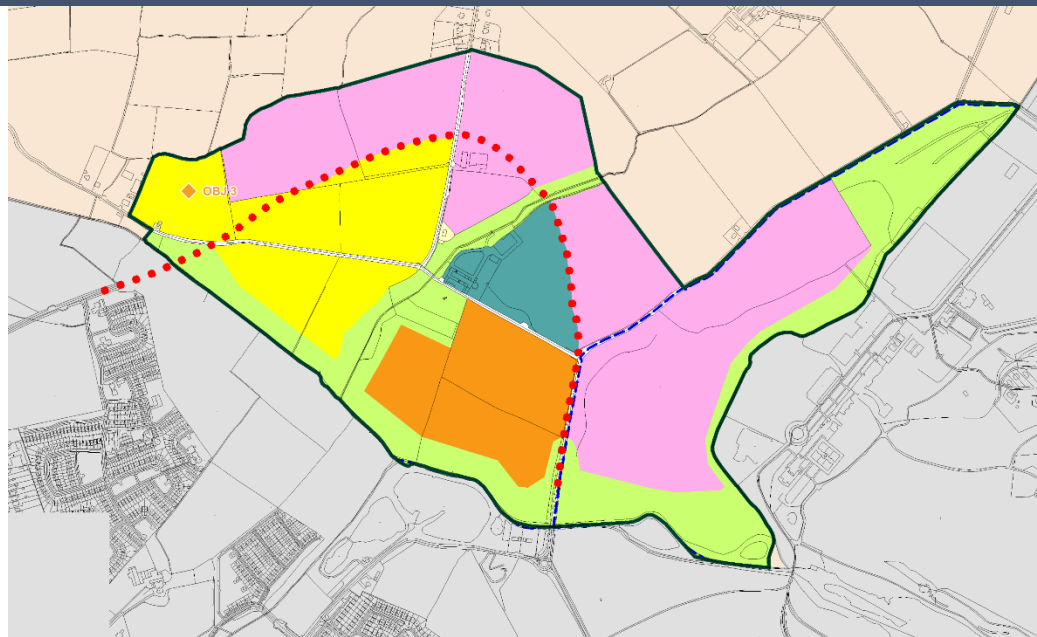
### Chief Executive's Recommendation

The Chief Executive recommends the following;

1. Relocate the MAY OBJ 3 symbol to the northwest to the centre of the A2 zoning.
2. The adjoining zonings for Maynooth within the administrative area of Kildare County Council to be shown on the Maynooth Environs Zoning Objectives Map. The route of the MOOR within the Kildare County Council administrative area along with the adjoining zonings will be detailed in the final plan maps.
3. The zoning as per the Draft Plan is correct however the indicative location of the eastern section of the MOOR is incorrect and this has been corrected as an administrative error.
4. Amend the notations on MP1 and MP2 in the Written Statement so that they match the zoning map.



Draft Plan Land Use Zoning Map



Indicative location of the MOOR corrected and the MAY OBJ 3 symbol to the northwest to the centre of the A2 zoning

<b>Submission No.:</b>	MH-C5-369
<b>Submitted by:</b>	Martin Stewart
<b>Submission Theme(s):</b>	Land Use Zoning – Maynooth
<b>Summary of Submission:</b>	
This submission relates to lands in the townland of Killeany to the north of Maynooth Environs. The submission. The subject site is requested for consideration for rezoning to residential development. In support of same the proposal would be in address of the current housing crisis and has ribbon development in the vicinity, in addition to the subject plot is potentially falling into a category of redundant land otherwise.	
<b>Chief Executive's Response</b>	
Additional zoning at this location would militate against the objective to achieve a compact urban settlement, would be contrary to the sequential approach and would be contrary to principles of sustainable development and result in urban sprawl at this location. A large section of the subject lands are also located within Flood Zone B and to zone same for residential development would be considered inappropriate. There is a sufficient quantum of residential zoned lands within the development envelope of Maynooth to cater for the proposed future population.	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-415
<b>Submitted by:</b>	Michael McCarthy Flynn
<b>Submission Theme(s):</b>	Land Use Zoning – Maynooth
<b>Summary of Submission:</b>	
This submission is from a resident 200m north of the proposed road border of the Maynooth Environs border on the L2214.	

1. While the development of the previous Maynooth Environs LAP has fulfilled the minimum statutory requirements, this falls well short of the Irish Government's own guidelines on how to effectively consult: Reaching Out: Guidelines on Consultation for Public Sector Bodies. Any future developments should not proceed until a comprehensive consultation process, based on the above guidelines, is undertaken.
2. Existing residents, especially children, will not be able to access the footpath or cycle path as it is too dangerous to cycle or walk on the L2214. Consideration needs to be made to extending the footpath/cycle path north along the L2214 so existing residents can benefit from this important pedestrian/cycle link to Maynooth.
3. There needs to be extensive traffic calming measures, especially on the stretch of L2214 directly north of the proposed road.
4. The partial construction of the MOOR together with the absence of modifications and/or upgrades to the existing local road network will worsen the existing risk and precarious situation by encouraging more traffic on the L2214
5. As the success any development in Maynooth Environs is dependent on an integrated approach with the adjoining Local Authority, especially in relation to the Maynooth Local Area Plan, no development of Maynooth Environs should be proposed until an integrated approach with Kildare County Council is developed, through a joint Local Area Plan for Maynooth. This needs to explicitly be recognised in the Meath Development Plan.
6. A viability study for the proposal to "provide for high technology / bio technology industries/medical uses inclusive of associated advanced manufacturing, office, research and development uses in a high quality campus style environment on the strategic employment lands" needs to be undertaken. There are already sufficient lands zoned within Maynooth for such a development, which are more suitable located, being directly adjacent to NUI Maynooth and major transport arteries.
7. The proposal to "facilitate the provision of community facilities including a hospital and/or associated educational/research and residential facilities" needs to be based on an in depth needs assessment of the local population. Given that Maynooth has a young population, facilities for young people and children, as well as a primary health centre would seem to be the most appropriate type of community facilities needed.

#### **Chief Executive's Response**

1. The review process of the Meath County Development Plan officially commenced on 14th December 2016. The first stage was the Pre Draft Consultation Phase. A Strategic Issues Paper was prepared for the purpose of raising awareness of the nature of both the Development Plan and the review process itself. Submissions were accepted from the public during the Pre Draft Consultation Phase and preliminary consultations also took place with relevant stakeholders including; providers of energy, telecommunications, transport, education, etc., the Elected Members of MCC, the Planning and Economic Development Strategic Policy Committee and all MCC Departments. Six public events were held during this period and a total of 282 submissions were received. The Draft Plan was placed on public display and submissions from members of the public were invited and over 2500 submissions were received. The public consultation phases have been widely advertised online, in local newspapers and on radio. The Council has fulfilled its statutory requirements with regard to public consultation and any material amendments will also go on public display and submissions will be invited as statutorily required.
2. There is merit in this proposal. However, such works must be carried out on a priority basis and subject to funding. The carrying out of these works are supported at a high level in the Draft Plan under MOV POL 17 which aims *'To identify and seek to implement a strategic, coherent and high-quality cycle and walking network across the County that is*

*integrated with public transport and interconnected with cultural, recreational, retail, educational and employment destinations and attractions.'*

3. MOV OBJ 40 of the Draft Plan aims 'To implement a programme of traffic and parking management measures in towns and villages throughout the County, as resources permit. The proposed traffic calming works could be delivered under this objective.
4. As with all projects of this scale, the Maynooth Outer Orbital Route has been subject to a full Environmental Impact Assessment which has assessed the potential traffic effects arising from the proposed MOOR. Any potential adverse effects in respect of the above have been identified and avoided or mitigated where impacts have been arisen. It is however envisaged that the development of the MOOR in Meath Environs will be developer driven and shall be the subject of a planning application as part of the wider development of adjoining zoned lands.
5. It is a top priority of the Council to prepare the Joint LAP for Maynooth with Kildare County Council and this is referenced as per CS OBJ 11 in in Draft Plan it is an objective 'To prepare a Joint Vision and Local Area Plan for Maynooth in partnership with Kildare County Council within the lifetime of this Plan in accordance with the requirements of Regional Policy Objective 4.35 of the RSES for the Eastern and Midland Region'.
6. In the case of Maynooth, the opportunities presented to develop synergies with Maynooth University accord with the RSES policy direction to focus on technology and innovation poles located at universities when identifying sites for enterprise. Maynooth is identified as Key town in the Metropolitan area in the RSES. The RSES recognises the northern environs of Maynooth, which are located in Meath, as an important location for economic and residential development that will support the future development of the town and the delivery of the Maynooth Outer Relief Road, which is a key piece of infrastructure in the sustainable growth of the town. The development of the Meath Environs of Maynooth is envisaged by the Council as a natural extension to the town. The Council intend to pursue the 'live work' development model, as supported in the RSES, with significant emphasis on the delivery of strategic employment uses and housing at this location. Given the proximity of the Maynooth Environs to the University campus, the accommodation model could provide for an element of student accommodation. The lands adjacent to Carton present an opportunity to further enhance a successful tourism product at this location. The RSES emphasises that there are significant opportunities to further develop knowledge- based employment focusing on ICT and manufacturing through the development of a research and technology campus to the west of the existing university campus in County Kildare. The further development of Maynooth University as a leading third level research and educational facility is critical for the economic development of the town and the region with potential synergies to large established employers such as Intel and Hewlett Packard. The lands available in Meath Environs provide a strategic landbank for the natural progression of growth in the town to the north.
7. There are lands identified for community building to support the future 'live work' community in the Environs. These lands could provide for a hospital, educational facilities or other community uses compatible with the zoning objective. There are a broad range of permitted uses on G1 zoned lands.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-536
<b>Submitted by:</b>	Kildare County Council
<b>Submission Theme(s):</b>	Land Use Zoning – Maynooth & Kilcock
<b>Summary of Submission:</b>	
<p><b>Maynooth</b></p> <p>This submission states that cooperation and collaboration between both local authorities will be imperative to deliver on sustainable housing in tandem with key pieces of social and physical infrastructure. This is particularly important regarding compliance with RSES RPO 4.35 to prepare a Joint LAP for Maynooth.</p> <p>Kildare county Council welcomes CS OBJ 11 of the Draft Plan and states that a joint LAP is the appropriate mechanism for both local authorities to determine the functional urban area and plan boundary and that this should be considered in the context of the distribution of population, employment and integrated land use and transport through the identification of a strategic vision and development strategy which is aligned with the guiding principles of the NPF and the RSES.</p> <p>The submission states that a variety of zonings have been identified in the Maynooth Environs and that to zone these lands independent of the necessary Social Infrastructure audit, Strategic Transport Assessment, Infrastructure Assessment and Environmental Assessments associated with a Joint LAP would be detrimental to the future sustainable and sequential development of the town. The zoning identified to the north of the town is therefore considered premature pending the preparation of the joint LAP and that the preparation of a Joint LAP for Maynooth is identified as a priority in the Kildare County Council Forward Planning work programme for 2020.</p> <p><b>Kilcock</b></p> <p>It is considered equally important for collaboration and coordination between Meath and Kildare County Council's in preparing a future development strategy for the town, the focus of which will be on consolidation and compact growth with housing delivery in tandem with the provision of necessary infrastructure.</p> <p>Kildare county Council notes that the proposed zoned lands within Kilcock Environs may be at risk of flooding and therefore should be subject to Strategic Flood Risk Assessment.</p> <p>It is suggested that the residential lands should be phased as part of a sequential order and identified accordingly on the associated zoning maps.</p> <p><b>General</b></p> <p>Provision for 'live-work' communities should be considered at LAP level at appropriate sites following assessment characteristics and local sensitivities of relevant settlements.</p>	
<b>Chief Executive's Response</b>	
<p><b>Maynooth</b></p> <p>Maynooth is located within the Dublin Metropolitan Area. It is identified in the RSES as a key town with the assets and capacity to grow in a sustainable manner while minimising impacts on the receiving environment. The Council have taken a consistent approach to both Drogheda and Maynooth and it has been endorsed by relevant Government Departments as this was seen as the high level strategic approach. The lands of Maynooth Environs have been zoned for a considerable period of time and has been subject to detailed assessment as per the Strategic Environmental Assessment and Appropriate Assessment and is in accordance with Capital Programme for Water Services and Transport. Meath County Council look forward to honest and meaningful engagement with Kildare County Council through the development of a joint urban area plan for</p>	

the town.

### **Kilcock**

The Kilcock Environs to the north-east of Kilcock Town Centre provides an expansion area for this Metropolitan settlement. It is the policy of the Council as per KIL SP 1 'To co-operate with Kildare County Council in the sustainable development of the Kilcock Environs in a comprehensive supporting manner which will integrate with the existing built up area of Kilcock town in County Kildare'. The lands of Kilcock Environs have been zoned for a considerable period of time and has been subject to detailed assessment as per the Strategic Environmental Assessment and Appropriate Assessment and is in accordance with Capital Programme for Water Services and Transport. The lands have been subject to numerous Flood Studies as part of various planning applications and a Strategic Flood Risk Assessment has been carried out as part of the preparation of the Draft Plan. Regarding phasing, it is proposed as per the Draft Plan that all the residential zoned lands for be Phase 2 (Post 2026). Detailed flood modelling is ongoing on all subject lands in Meath Environs following completion of flood defence works. It is therefore not considered appropriate to amend subject zoning until such times as the outcomes of the new modelling are known.

### **General**

The provision of 'live-work' communities is a key tenet of the Draft Plan. Section 3.8.7.2 'Live-work Communities' provides detail on the council's 'live-work' communities strategy. The development of the Maynooth Environs is envisaged by the Council as a natural extension to the town of Maynooth and as a location for employment generation and the establishment of a self-sustaining 'live work' community.

### **Chief Executive's Recommendation**

No change recommended

<b>Submission No.:</b>	MH-C5-749 – submission withdrawn
<b>Submitted by:</b>	
<b>Submission Theme(s):</b>	
<b>Summary of Submission:</b>	
<b>Submission withdrawn</b>	
<b>Chief Executive's Response</b>	
<b>Chief Executive's Recommendation</b>	

<b>Submission No.:</b>	MH-C5-952
<b>Submitted by:</b>	Kilcloon Environmental action Association
<b>Submission Theme(s):</b>	Land Use Zoning – Maynooth
<b>Summary of Submission:</b>	
<b>1. Maynooth Environs zoned lands</b>	
This submission relates to the Maynooth Environs zoned lands and states that the Draft Plan is not consistent with the NPF or the RSES and is thus in breach of Section 10(1a) of the Planning &	



Development Act 2000 as amended by the Planning & Development (Amendment) Act 2018 which requires consistency.

The submission states that under the Planning and Development act 2018 the Oireachtas has made it a legal requirement that County Development Plans must be consistent with National Policies such as the NPF. The submission requests the Council to remove the proposed zoning of the Maynooth Environs lands and restore it to rural and agricultural use as it is in breach of NSO#1 'compact growth' and NSO#4 'sustainable mobility' and is in breach of the 'Guiding Principles' of the MASP in relation to designated Key Towns.

It is asserted that there are adequate lands available within the town of Maynooth in co. Kildare to provide for the growth of this key town and that furthermore Kildare's LAP for Maynooth clearly shows a defined edge to the town and green corridor along the Rye Water. The zoning of lands by MCC on the other side of this natural boundary of the Rye River constitutes non-sequential development and urban sprawl. It is also stated that no Joint LAP has been produced.

The zoned lands are currently not serviced with water, wastewater or other services and therefore is in clear breach of National Policy Objectives 72a and 72b of the NPF.

## **2. Core Strategy**

The basis of the population growth projection in the Draft Plan has no sound basis for both household allocation and occupancy rates.

## **3. Economic & Employment Strategies**

The Draft Plan lacks specific strategies and there is a lack of employment focus

## **4. Movement strategy**

Rather than using the old Navan to Dublin Rail Route an alternative route serving both Dunshaughlin and Ratoath should be considered.

Support is expressed for MOV OBJ 58 and it is submitted that this assessment includes HGV management measures for L class roads in the county and implement a no HGV access management and signage.

## **5. Housing and Population**

The provision whereby up to 20% of the population growth can be allocated from Dublin city and suburbs is explicitly stated to be subject to (NPO#86 in the NPF) as any relocated growth being in the form of compact development, such as infill or a sustainable urban extension or any relocated growth to be served by high capacity public transport and/or related to significant employment provision and the submissions states that Maynooth environs meets neither of these. There is no basis for a population figure of 1,000 in terms of planning or the Core Strategy.

## **6. Science and Technology Use**

Kildare County Council in its current Maynooth LAP Amendment 2018 zoned a large area of land directly adjoining the NUIM campus in Maynooth for science and Technology which unlike the Maynooth environs version is consistent with the NPF and MASP.

In the absence of a Joint LAP it is premature and prejudicial for the draft Plan to zone and establish a boundary to the town.

## **7. Transport**

The growth of Maynooth should be compact to maximise the use of walking and cycling modes. There are adequate undeveloped lands within Maynooth and along the public transport corridor and therefore the proposed Environs zoning is not consistent with the NPF, RSES and MASP. There is also a legal requirement for the County Plan to comply with the Dublin Transportation Strategy 2016 to 2035.

#### **8. Maynooth Outer Orbital Relief Road**

No evidence or transportation study is put forward by MCC as to why any relief road pertaining to Maynooth should be routed through large areas of county Meath. Any roads infrastructure is premature pending the preparation of the joint LAP.

#### **9. Water/Wastewater Infrastructure**

No Infrastructure Assessments have been carried out and the Draft Plan does not follow the requirements of NPO 72a in relation to the tiered approach to land zoning.

#### **10. Climate Change**

The proposed zoning of rural lands denoted as Maynooth Environs is not consistent with the provisions of the County Meath Climate Action Strategy 2019-2024 in that the lands are detached from the town centre and sustainable modes of transport.

#### **11. Kilcock Environs**

The Draft Plan does not include for the development of an LAP for Kilcock and one should be prepared as Kilcock has similar population projections to Duleek and Stamullen. An integrated and co-ordinated joint LAP should also be produced for Kilcock which assess optimum development locations.

#### **12. Rural Nodes**

The submission supports the rural node model in the draft Plan. It is stated that nodes should be located at points that are regarded as natural rural centres and the population increase for such nodes should be phased over the Plan lifetime.

#### **13. Kilcloon Rural Node**

The planned designated for Kilcloon Node is welcomed. Additional space should be allocated for the Cemetery in the area/field to the south of the existing cemetery.

#### **14. Strategic Environmental Assessment**

Consideration of alternatives is required by guidelines for an SEA and it appears that SEA scope consideration was limited to 3 high level development scenarios only with 2 of the scenarios not being valid. A re-assessment of alternative scenarios needs to be reassessed.

There was no consideration of alternatives to the written statements in volume 2.

An additional tier of assessment should have been completed for all settlements.

Where settlements cross county boundaries there is no evidence of scenarios considered for such adjoining settlements.

#### **15. Draft NIS**

The cumulative impact of individual planning in zoned areas requires further consideration and evaluation.

The Draft NIS should be revised to clearly state how the assessment was conducted for the

proposed use zoning at Maynooth Environs. The Kildare CDP Assessment for Maynooth should be included in this assessment. The cumulative impacts of zoned lands both sides of the border need to be considered. Alternatives options risk analysis need to be assessed.

### Chief Executive's Response

#### 1. Maynooth Environs zoned lands

Maynooth is located within the Dublin Metropolitan Area. It is identified in the RSES as a key town with the assets and capacity to grow in a sustainable manner while minimising impacts on the receiving environment. The Council have taken a consistent approach to both Drogheda and Maynooth and it has been endorsed by relevant Government Departments as this was seen as the high level strategic approach. The lands of Maynooth Environs have been zoned for a considerable period of time and has been subject to detailed assessment as per the Strategic Environmental Assessment and Appropriate Assessment and is in accordance with Capital Programme for Water Services and Transport. The lands will be serviced by the proposed MOOR which will be developer-driven in tandem with the overall development of these lands. RPO 4.33 of the RSES acknowledges the need for co-ordinated delivery of strategic infrastructure by stating as follows: *'Support the continued development of Maynooth, co-ordinated with the delivery of strategic infrastructure including pedestrian and cycle linkages within the town and to the Royal Canal Greenway, DART expansion and road linkages forming part of the Maynooth Outer Orbital Route in a manner which supports future development and population growth and builds on synergies with Maynooth University promoting a knowledge-based economy.'*

The opportunities presented to develop synergies with Maynooth University accord with the RSES policy direction to focus on technology and innovation poles located at universities when identifying sites for enterprise. Maynooth is identified as Key town in the Metropolitan area in the RSES. The RSES recognises the northern environs of Maynooth, which are located in Meath, as an important location for economic and residential development that will support the future development of the town and the delivery of the Maynooth Outer Relief Road, which is a key piece of infrastructure in the sustainable growth of the town. The development of the Meath Environs of Maynooth is envisaged by the Council as a natural extension to the town. The Council intend to pursue the 'live work' development model, as supported in the RSES, with significant emphasis on the delivery of strategic employment uses and housing at this location. Given the proximity of the Maynooth Environs to the University campus, the accommodation model could provide for an element of student accommodation. The lands adjacent to Carton present an opportunity to further enhance a successful tourism product at this location. The RSES emphasises that there are significant opportunities to further develop knowledge-based employment focusing on ICT and manufacturing through the development of a research and technology campus to the west of the existing university campus in Co Kildare. The further development of Maynooth University as a leading third level research and educational facility is critical for the economic development of the town and the region with potential synergies to large established employers such as Intel and Hewlett Packard.

#### 2. Core Strategy

The distribution of future population and household growth in this Plan is based on the key principles of the NPF and RSES of delivering more compact growth, improving the alignment of population and employment growth, and concentrating growth in the large

urban centres that have a comprehensive range of services and public transport provision with the capacity to support growth. Development therefore will be primarily concentrated in the Metropolitan Area (Dunboyne and Maynooth), the Regional Growth Centre of Drogheda and the Key Town of Navan, with more sustainable localised growth to take place in the remaining identified growth settlements. The current provisions for Maynooth in the Draft Plan comply with the NPF and RSES for EMRA Region.

### **3. Economic & Employment Strategies**

The growth strategy of this Plan is closely aligned with the Meath Economic Development Strategy 2014-2022, which supports the consolidation of development in the larger settlements in order to facilitate the economic growth of the County and broaden its employment base thereby reversing the continuing trend of outbound commuting to Dublin. The Economic Strategy for County Meath 2014-2022 a first of its kind, recognises Meath's significant strategic location within the Eastern Midland region and the County's unique competitive advantage within Ireland. This Plan seeks to promote the County as a nationally and internationally attractive and distinctive location in which to conduct business. The policies and objectives of this Plan seek to continue the successful implementation of the Economic Strategy which has facilitated the delivery of a number of significant F.D.I and indigenous projects since its inception.

### **4. Movement Strategy**

- The Council remains strongly committed to the delivery of the rail to Navan and a strong policy stance is set out in the Draft Plan in support of same. The detailed designed alignment reflects that prepared and advanced by Iarnród Éireann and confirmed by the NTA. The alignment is protected from further development through the R1 Rail Corridor objective and specific zoning objective R1 Rail Corridor which seeks 'to provide for a strategic rail corridor and associated physical infrastructure'.
- It is not considered necessary to amend this policy. The current objective provides for the control and management of HGV traffic through towns and village. The proposed amendment would be overly restrictive.

### **5. Housing and Population**

In the absence of any build out of existing zoned land, it is difficult to anticipate the projected population by 2026 for Maynooth Environs. However, owing to its location within the Metropolitan Area and the need to frame a cohesive long term plan with all the enabling infrastructure to release serviced lands, it is considered prudent to ensure there is sufficient land identified to cater for a projected population of 1000 persons over the life of the County Development Plan. This allocation is independent of a future additional Metropolitan Area Spatial Plan (MASP) allocation for the Key Town of Maynooth to be shared between Kildare and Meath Local Authorities. Please refer to submission no. MH-C5-816 which details the housing allocation per settlement and updated Core Strategy Table.

### **6. Science and Technology Use**

In the case of Maynooth Environs, the opportunities presented to develop synergies

with Maynooth University accord with the RSES policy direction to focus on technology and innovation poles located at universities when identifying sites for enterprise.

The intention is to create a unique employment hub within a legible framework consisting of a series of signature and innovative architectural designs which will respect and complement the historical and ecological qualities of both Carton Demesne and Moygaddy Castle and House.

#### **7. Transport**

Addressed as per item no. 1 above. Compliance with the NPF and RSES is detailed.

#### **8. Maynooth Outer Orbital Relief Road**

The route of this roadway has been agreed with Kildare County Council and has previously been granted planning permission. As with all projects of this scale, the Maynooth Outer Orbital Route has been subject to a full Environmental Impact Assessment which has assessed the infrastructure requirements arising from the proposed MOOR. It is however envisaged that the development of the MOOR will be developer driven and will be subject of a future planning application for its planned development together with adjoining zoned lands.

#### **9. Water/Wastewater Infrastructure**

The Council in conjunction with Irish Water has assessed water and wastewater capacity for all settlements throughout the County, including Kilcloon. In this regard, the Council is satisfied that, there is sufficient capacity to facilitate the level of development and growth provided for Kilcloon in the new CDP.

#### **10. Climate Change**

As detailed under item no. 1 above the zoning of the lands are in compliance with the NPF and RSES and have been subject to detailed assessment as per the SEA process. The chapter examines how mitigation and adaptation strategies have been integrated into the main body of the County Development Plan. The Draft Plan contains a Climate Change Strategy Chapter the purpose of which is to ensure that the climate change strategy has been developed collaboratively and is fully integrated and consistent with the Policies and Objectives of the County Development Plan as climate change is one of the cross-cutting themes of the Plan

#### **11. Kilcock Environs**

The preparation of a Joint LAP will be prepared for Maynooth and Drogheda as per the recommendations contained in the RSES. There was no recommendation in the RSES to prepare a Joint LAP for Kilcock however as per KIL SP 1 'To co-operate with Kildare County Council in the sustainable development of the Kilcock Environs in a comprehensive supporting manner which will integrate with the existing built up area of Kilcock town in County Kildare'. Meath County Council look forward to ongoing engagement on Kilcock with Kildare County Council

#### **12. Rural Nodes**

The majority of rural nodes, (see Table 9.2) comprise largely of unserviced rural areas

with limited social and community infrastructure. Rural nodes are designated for limited development at a sustainable scale for immediate local need through the development of clusters. It is anticipated that each rural node can cater for a small population increase from their current population base over the period of the Plan.

### **13. Kilcoon Rural Node**

The land to the south of the existing cemetery are located within the node boundary.

### **14. Strategic Environmental Assessment**

The Draft Plan has been through a detailed SEA assessment process, which has included for an assessment of alternatives as required of the relevant legislation. Nevertheless, the SEA Environmental Report (ER) will be reviewed and updated, where required, to take account of the comments provided.

### **15. Draft NIS**

The Draft Plan zoning and policies/objectives have been subject to detailed Appropriate Assessment as required of the relevant legislation. Nevertheless, the NIR will be reviewed and updated, where required, to take account of the comments provided.

#### **Chief Executive's Recommendation**

1. Review of ER recommended, with update, where required.
2. Review of NIR recommended, with update, where required.

<b>Submission No.:</b>	MH-C5-953
<b>Submitted by:</b>	Michael & Rosemary McCarthy
<b>Submission Theme(s):</b>	Land Use Zoning – Maynooth
<b>Summary of Submission:</b>	
<ol style="list-style-type: none"> <li>1. This submission relates to impact on the submitters home from proposed outer orbital road development and seeks clarity on what proposals there are to restrict noise and visual effects on their home.</li> <li>2. An extension of the footpath and cycle track is required on the L2214 for the local residents of Moygaddy to use the foot and cycle lanes on the proposed new orbital route.</li> <li>3. Traffic calming measures need to be put in place on the L2214. Construction traffic should only be allowed on primary routes.</li> <li>4. Compound 5 is unnecessary given the length of the road to be built.</li> <li>5. There needs to be a Joint LAP prepared between Kildare and Meath.</li> <li>6. There has been no meaningful engagement with residents.</li> </ol>	
<b>Chief Executive's Response</b>	
<ol style="list-style-type: none"> <li>1. As with all projects of this scale, the Maynooth Outer Orbital Route has been subject to a full Environmental Impact Assessment which has assessed the potential effects arising from noise and visual impacts on the surrounding residential amenity. Any potential adverse effects in respect of the above have been identified and avoided or mitigated where impacts have been arisen. Therefore, the submitters home should not be subject to significant negative visual impacts or noise disturbance. It is also likely that the MOOR will be the subject of another planning application for the development of the road and</li> </ol>	



adjoining zoned lands.

2. There is merit in this proposal. However, such works must be carried out on a priority basis and subject to funding. The carrying out of these works are supported at a high level in the Draft Plan under MOV POL 17 which aims *‘To identify and seek to implement a strategic, coherent and high-quality cycle and walking network across the County that is integrated with public transport and interconnected with cultural, recreational, retail, educational and employment destinations and attractions.’*
3. MOV OBJ 40 of the Draft Plan aims ‘To implement a programme of traffic and parking management measures in towns and villages throughout the County, as resources permit. The proposed traffic calming works could be delivered under this objective.
4. The location of construction compounds are not an issue for the County Development Plan and are considered as part of the planning application process.
5. It is a top priority of the Council to prepare the Joint LAP for Maynooth with Kildare County Council and this is referenced as per CS OBJ 11 in Draft Plan, it is an objective ‘To prepare a Joint Vision and Local Area Plan for Maynooth in partnership with Kildare County Council within the lifetime of this Plan in accordance with the requirements of Regional Policy Objective 4.35 of the RSES for the Eastern and Midland Region’.
6. The importance of public participation in the planning process is acknowledged. Meath County Council endeavour to engage with members of the community with respect to the development of all county and local area plans. All planning applications are also subject to a statutory public consultation for a period of 5 weeks. Members of the community are encouraged to submit their views, all of which are considered in the assessment of planning applications.

#### **Chief Executive's Recommendation**

No Change Recommended

## **SELF SUSTAINING GROWTH TOWNS**

### **DUNBOYNE / CLONEE / PACE**

<b>Submission No.:</b>	MH-C5-1
<b>Submitted by:</b>	Patrick Molloy
<b>Submission Theme(s):</b>	Chapter 4 Economy and Employment Strategy, Chapter 6 Infrastructure Strategy, Chapter 11 Development Management Standards and Land Use Zoning Objectives.
<b>Summary of Submission:</b>	
This submission relates to c. 0.32 hectares of land adjacent to the R147 in Clonee Village and the submission seeks for the land to be rezoned to provide: <ol style="list-style-type: none"><li>1. for a commercial surface car park and car sales facility, either as a site specific zoning objective or under a zoning for E3 zoning. This proposal is supported by the submission of the planning history of the site as well as details of the potential flooding of the site,</li></ol>	

including a site specific flood risk assessment. The submission contends that the flood risk outlined in the Draft Meath County Development Plan 2020-2026 is inconsistent with the conditions on the ground and that the site should be rezoned accordingly.

#### **Chief Executive's Response**

With regard to the employment use that is sought, it is considered that there are sufficient lands zoned E3 as part of the Settlement Plan for Dunboyne/Clonee/Pace and this is outlined as part of Land Use Zoning Map Sheet Number 13(a). Furthermore, the subject lands are identified as being at risk of flooding and despite the submitted documentation it is considered that it would be inappropriate to re-zone the subject lands.

#### **Chief Executive's Recommendation**

No Change Recommended

<b>Submission No.:</b>	MH-C5-5
<b>Submitted by:</b>	Damien O'Reilly
<b>Submission Theme(s):</b>	Chapter 5, Movement Strategy
<b>Summary of Submission:</b>	
This submission seeks an objective for the following:	
<ol style="list-style-type: none"> <li>1. To support the delivery of a Cycle way and Pathway from Fairyhouse Cross along all employment lands adjacent to the N3 in conjunction with all relevant stakeholders to Clonee Village.</li> </ol>	
<b>Chief Executive's Response</b>	
This was raised as a Notice of Motion and was considered and assessed at this stage. As per our previous findings, the M3 Transport Study makes provision for pedestrian links and a greenway link to Clonee village including along the R147. This issue will be addressed in further detail as part of the review of the Dunboyne/Clonee Local Area Plan.	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-6
<b>Submitted by:</b>	Damien O'Reilly
<b>Submission Theme(s):</b>	Dunboyne-Clonee Written Statement
<b>Summary of Submission:</b>	
This submission seeks an objective for the following:	

2. Cycle way and pathway from Clonee village to Ongar, Fingal County which will open up safe cycleway from county Meath onto the Royal Canal Greenway / Cycle way for leisure and employees working in Dublin City.

#### Chief Executive's Response

This submission was also submitted as a Notice of Motion and considered at this stage. As with our previous response, Cycle networks are identified in the NTA Cycle Network Plan for the Greater Dublin Area which can be found at the following link:

<https://www.nationaltransport.ie/publications/strategic-planning/gda-cycle-network-plan/>

The Cycle Network Plan identifies an inter-urban cyclepath from Clonee village to Ongar in Fingal. See map adjacent taken from the Cycle Network Plan. It should be noted that planning permission

(RA/191224) was recently granted for a residential development which, as part of the works, will deliver a section of this footpath/cycleway.



The overarching purpose of proposed objective is already supported within Chapter 5 of the Draft Plan, MOV OBJ 25, which states:

'To implement, in conjunction with the NTA, the recommendations of the NTA strategy with regard to walking and cycling infrastructure'.

Specific local objectives can be identified at Local Area Plan stage.

#### Chief Executive's Recommendation

No Change Recommended

<b>Submission No.:</b>	MH-C5-7
<b>Submitted by:</b>	Damien O'Reilly
<b>Submission Theme(s):</b>	Chapter 7, Community Building Strategy
<b>Summary of Submission:</b>	
This submission relates to the addition of text as part of the proposed Dunboyne North Master Plan (Master Plan 1). It is requested that the following text is included in the matters that the Master Plan shall address:	
<ol style="list-style-type: none"> <li>3. V) Provision for a swimming pool / Gym.</li> </ol>	
<b>Chief Executive's Response</b>	
The lands at Dunboyne North have been identified primarily for employment and residential uses and the creation of a 'live work' community. It is not considered appropriate to include such an objective for a swimming pool or gym in this part of the town. As part of the preparation of a Local Area Plan for Dunboyne-Clonee, the requirement for these facilities will be investigated in greater detail.	

<b>Chief Executive's Recommendation</b>
No change recommended

<b>Submission No.:</b>	MH-C5-11
<b>Submitted by:</b>	Damien O' Reilly
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy
<b>Summary of Submission:</b>	
Submission requests that Rooske Cemetery, Rooske Road Dunboyne and the adjacent field in the ownership of Meath County Council is identified and zoned as a graveyard. It is requested that these lands are included in the Dunboyne/Clonee Map.	
<b>Chief Executive's Response</b>	
It is noteworthy that this issue was previously raised as part of the NOMs. This option has been fully explored; this land is not suitable for burials due to the high water table and proximity of rock to the surface. Burying deceased persons in this area would present a risk to groundwaters and may result in floatation of coffins and caskets.	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-24
<b>Submitted by:</b>	John O'Toole
<b>Submission Theme(s):</b>	Land Use Zoning & Written Statement – Dunboyne
<b>Summary of Submission:</b>	
<p>The submission states that according to the Draft Plan; "<i>Dunboyne is designated as a self sustaining growth town scheduled to accommodate significant growth over the plan period</i>" and that currently Dunboyne has no decent park or walkway for local people to use for exercise.</p> <p>Prior to growing the population of Dunboyne further, the submission requests MCC review the recreational facilities for walkers. A safe Slí na Sláinte walkway should be developed of minimum 3km length, ideally 5km. Ideally it would have lighting and would be separated from the road where possible.</p> <p>Routes to consider are:</p> <ul style="list-style-type: none"> <li>• A new path offset from the bypass between the Summerhill and Maynooth roundabouts. Walkers could continue through the Dunboyne woods at the back of the Dunboyne Castle estate, coming back onto the Rooske road where they would join existing lit pathways. This would enable a loop.</li> <li>• A path along the Tolka river.</li> </ul>	
<b>Chief Executive's Response</b>	
As per DCE OBJ 12, it is an objective of the Council to support and facilitate improvements to and extensions of the east-west linear park, enhancing the environmental quality and amenity of the Castle River Corridor and DCE OBJ 13 is to explore the feasibility of developing a Regional Park on lands to the east/south-east of Dunboyne Rail Station which will include areas of active and	

passive recreational amenities and to meet the needs of existing and future population in the Plan area. A Sli na Slainte walkway could form part of either proposal. As part of the preparation of a Local Area Plan for Dunboyne-Clonee-Pace, the requirement for these facilities will be investigated in greater detail.

#### Chief Executive's Recommendation

No change recommended.

<b>Submission No.:</b>	MH-C5-129
<b>Submitted by:</b>	Dunboyne Combined Residents Association
<b>Submission Theme(s):</b>	Volume 1 Written Statement & Volume 2 Dunboyne Written Statement
<b>Summary of Submission:</b>	
<p>This submission relates to the following;</p> <ol style="list-style-type: none"> <li>1. <u>Core Strategy</u> - The Development Plan is more directed towards Developers and not necessarily Local Authority provision of housing and services.</li> <li>2. <u>Settlement and Housing Strategy</u> - There is a lack of mention on any development of housing and services by the local authorities within the Self Sustaining Growth Towns. Provision of any required infrastructure or services must be in place before any sanctioned development commences.</li> <li>3. <u>Vacant Site Levy</u> - This is a consideration that should apply to all land owners, developers and local authority. They should not have available suitable development lands held until market conditions improve and to prevent hoarding.</li> <li>4. <u>Meath County Housing Strategy</u> - Meath housing must be reasonably priced and be cost managed for the relatively younger population of varying income categories. Dunboyne housing strategy should include a mix of 1, 2, 3 and 4 bedroom type accommodation</li> <li>5. <u>Economy and Employment Strategy</u> - Before there can be any economical growth and job creation for the Dunboyne area the following must be considered: <ul style="list-style-type: none"> <li>• Why no integration of essential services - postal, medical centre, Primary Care Centre, facilities for the elderly, Public library, banking etc. in a central village / town location. Currently these are separate entities requiring motor transport.</li> <li>• As the population's projected increase occurs provisioning of schooling, playground facilities must be incorporated in such planning.</li> </ul> </li> <li>6. <u>Community Building Strategy</u> - Planning should include provisioning of a greater community focus. As the population's projected increase occurs provisioning of adequate schooling, playground facilities and amenities must be incorporated in such planning.</li> <li>7. <u>Cemetaries - Existing</u> - Increase in the area of each cemetery in the Dunboyne area to cater for the existing and population increase to be considered in the draft planning.</li> <li>8. <u>Pastime &amp; Entertainment</u> - Affordable local entertainment facilities should be considered as not all young people are sports oriented. The Dunboyne Community Centre should have a lift facility for persons with disabilities or elders.</li> <li>9. <u>Walkways and Cycleways</u> - While there are reasonable walkways within the Dunboyne area they however clash with motor traffic on narrow roads. This causes anxiety and concern for people.</li> <li>10. <u>Build to Rent and Shared Accommodation</u> - Under the Build-to-Rent scheme It is imperative that young people of Dunboyne should be able to purchase suitable and affordable housing locally. They should not have to move outside to other areas for housing or employment. Equally such housing under the management standards should not be purchased by investment companies or pension funds for rental / investment purposes</li> </ol>	

### Chief Executive's Response

1. The Meath County Housing Strategy is closely aligned with the Core Strategy in that the future housing need is based on the population and household projections outlined in the Core Strategy. The Strategy is also informed by the most recent Social Housing Needs Assessment for Meath in addition to National Housing Policy publications including '*The Social Housing Strategy 2020 – Support, Supply, and Reform (2014)*', and '*Rebuilding Ireland – Action Plan for Housing and Homelessness (2016)*'. The Strategy includes an analysis of housing requirements in the context of affordability and addresses the need to ensure that housing is available for persons with different levels of income. It also assesses the mix of house types and sizes (including accommodation for the elderly and persons with disabilities) and highlights the need to counteract undue segregation in housing between persons of different social backgrounds. The Housing Strategy estimates that there will be a requirement for 1,397 social and affordable units between 2020 and 2026.
2. The Council is seeking to prioritise the delivery of social housing in a number of settlements where a combination of high demand, limited and/or no suitable land in Council ownership and difficulties in acquisition of land are all factors inhibiting supply. Taking this into account an objective supporting the delivery of social housing in addition to that required by Part V is included in the Written Statement for Ashbourne, Dunboyne, Dunshaughlin, Ratoath, and Trim in Volume 2 of this Plan.
3. The implementation of the Vacant Site Levy requires the Council to identify sites in the County which are vacant and come within the scope of the Urban Regeneration and Housing Act 2015 (as amended). Any sites identified are to be entered on a Vacant Sites Register that is to be monitored by the Council. At the time of writing there were 20 sites on the Vacant Sites Register in Meath.
4. The Council have no control on the sale price for dwelling units. The council encourage a mix and type of dwelling units and a mix of same will be promoted and required within Dunboyne and all other settlements and will form an important element of the assessment of any residential planning application.
5. The primary areas for population growth will be in Dunboyne and Dunboyne North adjacent to the M3 Parkway Park and Ride. There are centrally located residential lands within walking distance of the town centre that have the capacity to deliver significant residential development. The lands at Dunboyne North are zoned for employment, commercial, and residential uses (initial development of c500 units) that are to be developed under the 'live work' community model. A Master Plan is to be prepared for these lands, which have the potential to deliver a sustainable mixed use 'live work' community adjacent to a rail station with the capacity to accommodate employment and residential growth.
6. A key focus of the Council is the promotion of '*live-work*' communities. This is a more integrated approach to settlement growth which promotes the location of employment close to residential areas and services such as schools and shops which provides for a reduced travel time to work which results in people having more time to participate in local activities, which improves the level of social interaction and the sense of community in settlements. It is also an objective of the Council SH OBJ 29 'To require that all new residential development applications of 50 units or more are accompanied by a Social Infrastructure Assessment (SIA) to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents in accordance with the requirements of policy SOC POL 6 in the 'Community Building Strategy' (Chapter 7)'.



7. It is an objective of the Council (SOC OBJ 22) 'To facilitate the development of new or extended burial grounds and crematoria by reservation of land at suitable locations and provision of local authority burial grounds subject to appropriate safeguards with regard to ground and surface water, environmental, noise and traffic impacts'. The Council is currently searching for geologically suitable sites for burial grounds in Dunboyne, Trim and Stamullen, and their environs.
8. Provision is made for the promotion of all types of community facilities within the county and is not limited to sports facilities.
9. The issues raised relating to pedestrian safety in the Dunboyne area are noted. There are a number of objectives in the Dunboyne Written Statement which support the delivery pedestrian, cycleway and transport infrastructure improvements in Dunboyne. DCE OBJ 22, in particular, addresses the issues raised and supports the delivery of a Transportation Study which include pedestrian and cycle links. This has been incorporated by way of Objective DCE OBJ 22 and gives statutory effect to this Study. The Transportation Study referenced in DCE OBJ 22 is correctly titled The Dunboyne and Environs Transportation Study and should therefore DCE OBJ 22 should be amended accordingly.
10. Addressed as per item no. 1 above.

#### Chief Executive's Recommendation

9. Amend DCE OBJ 22 as follows:  
To support and facilitate the delivery of transport infrastructure and measures set out in the **Dunboyne and Environs** Transportation Study ~~for Dunboyne and Environs (Aecom Transport Consultants)~~

<b>Submission No.:</b>	MH-C5-154
<b>Submitted by:</b>	Declan Brassil & Company on behalf of John Hughes, Ms Angela Rice and Mr Mark Rice
<b>Submission Theme(s):</b>	Land Use Zoning & Written Statement – Dunboyne/Clonee/Pace
<b>Summary of Submission:</b>	
<p>The submission relates to lands at Williamstown Stud, 1km south of Clonee and proposes the following amendments to the Written Statement (Volume 1), and the Written Statement and Zoning Map for Dunboyne-Clonee-Pace (Volume 2).</p> <p><b>Amendment No. 1: The rezoning of lands from Objective RA –Rural Area to Objective A1 - Existing Residential.</b></p> <p>In addition to Proposed Amendment No. 1, or in the alternative, the following Amendment is proposed to the Written Statement for Dunboyne-Clonee-Pace (Volume 2):</p> <p><b>Amendment No. 2: Inclusion of Specific Objective DCE OBJ 24: <i>'That the lands at Williamstown Stud being developed under Meath County Council Reg. Ref. RA/191224 can facilitate a more sustainable form and density of development having regard to its location within the built footprint of the Metropolitan Area, contiguous to the established urban area of Ongar and having regard to the enhanced level of connectivity to Clonee Village and Dunboyne. These lands can accommodate up to an additional 40-50 units in accordance with the policies and objectives of the Meath County Development Plan 2020-2026 to support the redevelopment of</i></b></p>	

***appropriate under-utilised and infill development sites’.***

The site is the subject of an extant planning permission granted in February 2020 and now commenced for 32 large detached houses and road, footpath and cycleway infrastructure and upgrade works under Ref.RA/191224.

Development has now commenced under the extant permission, comprising enabling works. The site is also the subject of a Specific Objective, RES OBJ 6 of the Dunboyne/Clonee/Pace LAP 2009-2015, to specifically facilitate the development now under construction as part of the completion of the 3 phases of the unfinished estate at Williamstown Stud. In this regard, the site is the final phase of a low-density residential development of 99 large houses originally permitted on the overall Williamstown Stud lands in 2005.

The submission states that the site is part of the contiguous urban area of Ongar, within the Metropolitan Area and built footprint of Dublin City. The site is located proximate accessible to social, community, educational facilities, and frequent high capacity public transport services and employment uses at Clonee, Ongar and Dunboyne, and in the wider Blanchardstown area.

The site is the subject of a planning permission for 32 large detached houses and extensive road, footpath and cycleway infrastructure and upgrade works (Ref. RA/191224). Permitted transportation upgrade works include c.900m of pedestrian and cycle path facilities to improve connectivity by sustainable modes between Clonee village centre and Dunboyne, the site, and the established urban area of Ongar.

Development has now commenced under the extant permission, comprising enabling works. The permitted density is 5 units per hectare. The submission states that the location and context of the site mandates a higher density of development having regard to national, regional and local policy and that the proposed amendments provide for a modest increase of 40-50 units on the site having regard to the context of the site in the Metropolitan area, and reconciling that context with the housing allocation constraints in County Meath and providing for a form of development that is consistent with and protects the amenities of the established character of the now substantially completed first two phases of the development.

The submission states that the site can be categorised as an infill residential site within the contiguous urban area of Ongar, the Metropolitan Area, and along the North-West Development Corridor in the MASP and that the site is classified as Tier 1 Serviced Land in the NPF. The submission states that an increased density of development is fully aligned with and will contribute to the implementation of overarching sustainable development and climate change strategies and objectives at national, regional and county levels.

**Chief Executive's Response**

*It is an objective (RES OBJ 6) of the current MCDP 2013-2019 'To facilitate the completion of the 3 no. phases of the registered 'Unfinished Estate' residential development at Williamstown Stud as originally permitted under Meath County Council planning register reference DA/40501. The 99 no. residential units at Williamstown Stud were included in the Committed Unbuilt Units – Rural Houses in both Table 2.4 and Table 2.5 of the Core Strategy of the Meath County Development Plan 2013-2019, as varied. No extension of duration of any planning permission shall extend beyond the lifetime of the existing County Development Plan, that being 16th December 2018'.*

In accordance with the above and Government Guidelines it is an objective of the Council to complete this 'unfinished estate' and the grant of permission RA/191224 will facilitate this objective and it is not considered appropriate to zone or include a site specific objective to

accommodate an additional 40-50 units at this location.

RES OBJ 6 in the Current Plan as detailed above states that *'No extension of duration of any planning permission shall extend beyond the lifetime of the existing County Development Plan, that being 16th December 2018'*. The development of these lands has been piecemeal development and recent refusal reasons due to infrastructural constraints highlight this (RA/190406) and RA/170511 (PL17.249404). The development of these lands has been ongoing since the original grant of permission in 2004 (DA/40501) and has now spanned 3 Development Plan periods. It is considered that sufficient time has been allocated for the completion of this development and the recent grant of permission under RA/191224 will allow for the completion of this 'unfinished estate' over the next 5 years.

Objective CE8 which was contained in the CDP 2001 which provided for the development of the executive dwellings on these lands would not be considered appropriate in the context on the NPF, RSES and Core Strategy which have been introduced in the intervening years. The priority for the Council is for new residential development to be located in proximity to the rail stations at Dunboyne, Clonee and Pace as per the NPF and RSES guidance and sufficient lands have been zoned accordingly for residential development within the urban footprint of Dunboyne-Clonee-Pace to accommodate the projected population increase over the lifetime of the Plan.

Additional zoning and residential units of the scale proposed at this location would militate against the objective to achieve a compact urban settlement, would be contrary to the sequential approach and would be contrary to principles of sustainable development and not in accordance with the guidance contained in the NPF and RSES.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-158
<b>Submitted by:</b>	O'Connor Whelan on behalf Gregory Rice, Peter and Sheila Rice
<b>Submission Theme(s):</b>	Land Use Zoning – Clonee
<b>Summary of Submission:</b>	
<p>This submission relates to circa 1.5 Ha of land at Williamstown Stud, Clonee. The purpose of the submission is;</p> <ol style="list-style-type: none"><li>1) To seek the rezoning of the lands for residential development; or</li><li>2) To insert an objective into the CDP that would allow these lands to be developed for residential proposes.</li></ol> <p>The site forms part of a larger development site associated with the Williamstown Stud and is part of a residential estate currently under construction known as Holsteiner Park which is Phase 2 of the overall development of Williamstown Stud.</p> <p>The statutory plan for the area is the Dunboyne / Clonee / Pace Local Area Plan 2009-2015. OBJ6 of same states;</p> <p>"To facilitate the completion of the 3 no. phases of the registered 'Unfinished Estate' residential development at Williamstown Stud as originally permitted under Meath County Council planning Register Reference DA/40501. The 99 no. residential units at Williamstown Stud were included in</p>	

the 'Committed Unbuilt Units –Rural Houses in both Table 2.4 and Table 2.5 of the Core Strategy of the Meath County Development Plan 2013-2019, as varied. No extension of duration of any planning permission shall extend beyond the lifetime of the existing County Development Plan, that being 16th December 2018".

The site is part of a larger residential development which is either complete, under construction and the subject of a recent planning permission.

Permission was granted in April 2005 under reference DA40501 for a residential development of 99 no. 4 and 5 bedroom houses on a site circa 23,67 Ha comprising 4 phases. Phase 3 which subsequently became phase 1 is now under construction and nearing completion.

Phase 1 comprises the northern portion of the wider site and was suspended pending the construction of the Fingal County Council of no. 1000m watermain from Leixlip Waterworks. As a result construction relocated to the Phase 3 area pending completion of the watermain works.

The submission states that there is a danger that if the subject site lands are not zoned or are not the subject of an objective in the future CDP to allow for their development Holsteiner Park will become an unfinished estate. The landowners are not seeking to develop additional units on the site, but merely to develop what was granted previously and thereby complete the estate.

#### **Chief Executive's Response**

It is an objective (RES OBJ 6) of the current MCDP 2013-2019 *'To facilitate the completion of the 3 no. phases of the registered 'Unfinished Estate' residential development at Williamstown Stud as originally permitted under Meath County Council planning register reference DA/40501. The 99 no. residential units at Williamstown Stud were included in the Committed Unbuilt Units – Rural Houses in both Table 2.4 and Table 2.5 of the Core Strategy of the Meath County Development Plan 2013-2019, as varied. No extension of duration of any planning permission shall extend beyond the lifetime of the existing County Development Plan, that being 16th December 2018'.*

In accordance with the above and Government Guidelines it is an objective of the Council to complete this 'unfinished estate'. It is noted that there is a current planning appeal with An Bord Pleanála for the development of 6 units on the subject site following a refusal from MCC for the following reason;

- 1. The proposed development would give rise to additional vehicular, pedestrian and bicycle traffic on a road network which is substandard and deficient in the provision of footpaths, cycle paths, pedestrian crossings and public lighting. The proposed development would be without safe and convenient pedestrian and cycle access to community and social facilities in the nearby town centre of Clonee. Therefore, in the absence of definitive provision for the rectification of these deficiencies, the proposed development would be premature pending the infrastructure necessary to provide safe passage to pedestrians and cyclists and would endanger public safety by reason of traffic hazard. The proposed development would, therefore be contrary to the proper planning and sustainable development of the area.*

RES OBJ 6 in the Current Plan as detailed above states that *'No extension of duration of any planning permission shall extend beyond the lifetime of the existing County Development Plan, that being 16th December 2018'.* The development of these lands has been piecemeal development and recent refusal reasons due to infrastructural constraints highlight this (RA/190406) and RA/170511 (PL17.249404). The development of these lands has been ongoing

since the original grant of permission in 2005 (DA/40501) and has now spanned 3 Development Plan periods and it is considered that sufficient time has been allocated for the completion of this development and the recent grant of permission under RA/191224 will allow for the completion of the majority of this 'unfinished estate' over the next 5 years. Subject to a positive outcome on the planning appeal or any subsequent application to MCC prior to the expiry of the lifetime of the current CDP, the construction of the 6 dwelling units on the subject lands would allow for the completion of Holsteiner Park.

Objective CE8 which was contained in the CDP 2001 which provided for the development of the executive dwellings on these lands would not be considered appropriate in the context of the NPF, RSES and Core Strategy which have been introduced in the intervening years. The priority for the Council is for new residential development to be located in proximity to the rail stations at Dunboyne and Pace as per the NPF and RSES guidance and sufficient lands have been zoned accordingly for residential development within the urban footprint of Dunboyne-Clonee-Pace to accommodate the projected population increase over the lifetime of the Plan.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-175
<b>Submitted by:</b>	Dunboyne AFC
<b>Submission Theme(s):</b>	Settlement - Dunboyne
<b>Summary of Submission:</b>	
This submission relates to Dunboyne AFC and states that with the growing population of Dunboyne and surrounding areas the need for additional land is very apparent. It is stated that the club require more pitches.	
<b>Chief Executive's Response</b>	
The existing playing pitches for Dunboyne AFC are located outside of the development boundary of Dunboyne. There are large areas of G1 zoned lands adjacent to the rail station in the centre of Dunboyne and a new G1 zoning has also been provided for to the west of Dunboyne to provide for such community facilities. It is not considered necessary or appropriate to extend the development boundary out to include the playing pitches which are detached from the town. The expansion of the playing pitches at their current location would be assessed as part of the Development Management process.	
<b>Chief Executive's Recommendation</b>	
No change recommended	

<b>Submission No.:</b>	MH-C5-181
<b>Submitted by:</b>	Colm Cogan
<b>Submission Theme(s):</b>	Volume 1 – Written Statement
<b>Summary of Submission:</b>	
This submission relates to a number of chapters of Volume 1 – Written Statement;	
<b>Land-use zoning</b>	
1. E2/E3 Zoning GUID 902 and GUID 703 are too large compared to the size of Dunboyne	

and lack of services. To develop without a masterplan is unjustifiable.

### **Public transport**

1. Navan rail line route should be reconsidered. The old line doesn't recognise changes in population centres. Dunshaughlin, Ratoath and Ashbourne need to be included. An alternative route going between Dunshaughlin and Ratoath and onto Kentstown then Navan is outlined.
2. A park and ride station should be built between Dunshaughlin and Ratoath.
3. A complete overhaul of Bus Eireann and its operation in Meath should be completed.

### **Villages/Footpaths**

1. Makes the following recommendations with respect to Villages and footpaths:
  - Need to reclaim town/village centres for pedestrians
  - Need to improve quality of existing and proposed footpaths and pedestrian crossings required.
  - Need better connection between neighbourhoods
  - Footpath/cycle lane to link Dunboyne/Kilbride
  - Public lighting is very poor throughout the county
  - A road user audit should be carried out on every town/village in the county to pick up pedestrian facilities, drainage/lighting/accessibility and missing infrastructure issues.
  - Need to encourage cycling/walking to meet climate change targets.

### **Roads**

1. Local road network needs significant repairs and stop wasting money on resurfacing when roads require full re-construction.
2. Identify roads which need to be re-classified. A Full assessment of local road network required.
3. Build a cycle network adjacent to all county regional roads
4. R125 Dunshaughlin – Ratoath is dangerous and needs to be fully realigned.
5. Provide a cycle-track & footpath between Clonee and Ongar Villages on the R149
6. R149 / Ongar Rd junction should be upgraded to a roundabout. There are always delays here and it is dangerous for cyclists and pedestrians.
7. Cycle Lane between Clonee - Dunboyne L2228 (This should be a regional road)
8. The R156 has a very poor alignment in many locations and should be upgraded /
9. The R157 between Dunboyne & Maynooth should be realigned in large sections.
10. Traffic travelling through Clonee village is at levels prior to the building of the Clonee Bypass. Consideration needs to be given to adding a slip road off the M3 at Ard Cluain / Dunboyne Tennis club

### **Sustainable Development**

1. Infill developments needed rather than green-field sites.
2. Sites should be as compact as possible and avoid wasting land.
3. Discourage businesses from developing in rural locations. Lots of small businesses have grown into large / heavy industry in rural areas where there are now large
4. HGV's travelling down small L roads.
5. Re-use brownfield sites
6. Create and maintain a vacant site register
7. MCC needs to take control of derelict buildings.
8. Meath County Council should know who owns every piece of land in the county. A task force should be created to identify every landowner in the county. Land that



nobody can trace ownership of, should come under ownership of the county. This land could then be developed or sold at the discretion of the county.

9. Cleaning rivers/streams and eliminating pollutants should be a top priority
10. Fly-tipping needs to be addressed

### Chief Executive's Response

#### Land Use Zoning

1. Employment lands in the area are primarily concentrated to the east of Dunboyne adjacent to the M3. Part of these lands are occupied by the Facebook data centre complex with the remainder of the lands available for development.

As part of the agreed Master Plan for the employment lands between Portan and Bracetown a route for the link road between Bracetown Business Park and the Kilbride Road has been identified. A section of this road is to be delivered as part of the construction of the expansion of the Facebook data centre complex.

The completion of this road will provide access to the remainder of the employment lands in the Master Plan area. The expansion of the Facebook campus will comprise approx. 45% of the Master Plan area.

In order to ensure there are sufficient employment lands available to accommodate large scale indigenous or FDI additional employment lands between the Master Plan area and the Bracetown Business Park have been zoned. A detailed Master Plan will be required which will outline a design concept for the lands including general layout and access and servicing arrangements.

#### Public Transport

1. The Council remains strongly committed to the delivery of the rail to Navan and a strong policy stance is set out in the Draft Plan in support of same. As such, the Council have preserved a strategic rail corridor and associated physical infrastructure in the current and Draft Plan. This commitment accords with the National and Regional policy which supports the re-appraisal of the extension of the Dunboyne/M3 Parkway line to Navan. It would be contrary to national and regional policy to investigate alternative rail routes. The Chief Executive acknowledges the growth in population in towns like Dunshaughlin, Ratoath and Ashbourne and recognises the benefits a rail line would offer. As such, a Draft Plan includes a long term objective to investigate the feasibility of an extension of the Navan rail line to Ashbourne and Ratoath subject to national and regional support. In the meantime, the council are committed to improving bus services and access to public transport in these areas.

2. Section 5.7.3 of the Draft Plan refers to the development of Park and Ride Facilities with Mov Obj 15 aiming *'To assess and determine the potential for bus-based Park and Ride facilities, in particular, close to high quality road corridors leading from settlements in the Core Area, with good bus priority to commuter destinations in the Dublin Metropolitan area'*. The NTA set up a specific office in 2020 to undertake feasibility studies to provide for Park and Ride facilities at appropriate locations in the Greater Dublin Area including County Meath. The suggested location may be considered as part of this exercise.

3. A review of Bus Eireann's operations are outside the remit of the County Development Plan.

#### Villages/Footpaths

1. The Author highlights a number of relevant points with respect to walking and cycling infrastructure and outlines a number of improvements required to encourage walking to become the principal method of movement for shorter journeys through the arrangement of land uses and by utilising good urban design. These points have been reviewed and are present in the Draft Plan through a range of policies and objectives:

MOV POL 20: To encourage, where appropriate, the incorporation of safe and efficient cycleways, accessible footpaths and pedestrian routes into the design schemes for town centres/neighbourhood centres, residential, educational, employment, recreational developments and other uses.

MOV OBJ 27: To implement at appropriate locations pedestrian permeability schemes and enhancements.

MOV OBJ 28: To request the submission of a quality audit pedestrian and cycling permeability plans as part of new housing developments.

MOV OBJ 25: To implement, in conjunction with the NTA, the recommendations of the NTA strategy with regard to walking and cycling infrastructure.

With respect to the footpath/cycle lane to link Dunboyne/Kilbride, DCE OBJ 22 in the Dunboyne Written Statement, in particular, is relevant as this objective refers to the Dunboyne and Environs Transportation Study which include a range of pedestrian and cycle links for the area.

### **Roads**

The Author highlights a range of issues relating to road improvements.

1. The requirement for the full reconstruction of roadways is assessed by the Council's Engineers and carried out where appropriate.

2. It should be noted that re-classification of such roads cannot be carried out by Meath County Council. This is the responsibility of the National Transport Authority.

3. The Council is committed to the provision of a high quality cycling network across the County. There are a number of policies and objectives identified in the Draft CDP relating to cycling infrastructure which will enhance the provision of cycling as a sustainable mode of transport and for recreational use. Cycle networks are identified in the NTA Cycle Network Plan for the Greater Dublin Area which can be found at the following link: <https://www.nationaltransport.ie/publications/strategic-planning/gda-cycle-network-plan/>. This document outlines existing and required cycling infrastructure in both urban and rural areas of the region and indicates the prioritisation of cycle infrastructure in terms of the importance to the strategic network and the likely cycle demand for such a scheme.

The Draft Plan ensures the Councils implementation of the Plan by including MOV POL 17; MOV POL 19; MOV POL 20; MOV POL 21; and, MOV OBJ 22. The following policies set down in the Draft Plan also ensure the incorporation of cycleways into the design schemes for town centres, residential, educational, and employment developments.

4. The R125 between Dunshaughlin and Ratoath is not included as a proposed upgrade

within Table 5.1 of the Draft Plan however, subject to available resources, it may be included in the future and should be noted that Table 5.1 is not an exhaustive list. It is an objective of the Council (MOV OBJ 42) 'To implement maintenance and improvement of roads in the County as set out in the Schedule of Municipal District Works and the Council's Annual Roadwork's Programme funded from the Council's own resources and State Agency grants'.

5. The Cycle Network Plan identifies an inter-urban cyclepath from Clonee village to Ongar in Fingal. See map adjacent taken from the Cycle Network Plan.

It should be noted that there is a planning permission for a residential development (RA/191224) which if developed, will deliver a section of this footpath/cycleway. In any event, Chapter 5 of the Draft Plan, MOV OBJ 22 states: 'To implement the recommendations of the NTA strategy with regard to walking and cycling infrastructure'. This should be amended to implement the NTA Strategy in conjunction with the NTA.



6. The junction referenced is considered an appropriate junction for road users and is safer for cyclists and pedestrians.

7. It is an objective of the Draft Plan to support and facilitate cycle infrastructure upgrades and such upgrades will be looked at in greater detail as part of the LAP process. DCE OBJ 22 in the Dunboyne Written Statement, in particular, is relevant as this objective refers to the Dunboyne and Environs Transportation Study which include a range of pedestrian and cycle links for the area.

8. Same response as item no. 4 above.

9. Safety upgrades are included in Table 5.1 for the R157 between Dunboyne & Maynooth.

10. Clonee is already served by a slip-road off the M3 and it is unlikely that the TII would provide for another slip-road.

### **Sustainable Development**

1. The Draft Plan focuses on the consolidation of settlements with a sequential approach to the zoning of lands in order to achieve a compact urban settlement.
2. High densities and efficient land usage is promoted at appropriate locations. The development of brownfield sites and disused buildings is supported and promoted by the Draft Plan.
3. The Draft Plan only supports and promotes micro-business (generally no more than 10 employees) which have a site specific rural need setting up in the rural area. Heavy or large industry which have no rural requirement are not encouraged.
4. The Council cannot prohibit HGV's from utilising minor roads.
5. The re-use brownfield sites is a key tenet supported by the Draft Plan as opposed to the development of greenfield sites.
6. The Council have created and maintain a vacant site register.

7. Meath County Council investigates all reports of dereliction and takes enforcement action, in accordance with the Derelict Sites Act 1990 (the Act), in an effort to have the dereliction abated.
8. The Council do not have the resources or requirement to know who owns every piece of land in the county.
9. Cleaning rivers/streams and eliminating pollutants is a top priority for the Council and Draft Plan.
10. The Council are committed to preventing and tackling illegal dumping within the county and have a number of ant-litter/ant-dumping initiatives which are available for viewing on the Council website.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-223
<b>Submitted by:</b>	Alexandra Galvin
<b>Submission Theme(s):</b>	Written Statement – Dunboyne
<b>Summary of Submission:</b>	
<p>This submission relates to the Dunboyne Written Statement as follows;</p> <ol style="list-style-type: none"> <li><b>1. Town Context/Character</b> <ul style="list-style-type: none"> <li>• This submission disagrees with the statement that Dunboyne "benefits from a multi-modal transport system consisting of excellent road and rail links." stating that there are only two Dublin bus services serving Dunboyne/Clonee, both of which are hourly services except at peak times and also, the train does not have a sufficient amount of carriages for the commuters at peak times.</li> <li>• The "excellent road" connecting Dunboyne and Clonee already struggles to cater to existing commuters. The two villages have grown too close together and there are too many roads connecting around the one roundabout between Clonee and Dunboyne.</li> <li>• If the population of Dunboyne is to increase, the efficiency of public transport will need to be improved and the current structure of the roads should be reviewed.</li> </ul> </li> <li><b>2. Opportunities</b> <ul style="list-style-type: none"> <li>• Dunboyne is outlined as a prime location for its proximity to Dublin, which the submission states is a false observation. Too much focus is dedicated to Dublin and small towns becoming extensions of Dublin and "the wider Metropolitan Area".</li> <li>• The Dublin Metropolitan Area has been referenced repeatedly in this section of the draft even though it should be addressing the development of County Meath, not converting the Dunboyne area into "the greater Dublin region".</li> <li>• International companies may have invested in the land of the area, but they have not invested in the people.</li> </ul> </li> <li><b>3. Housing:</b> <ul style="list-style-type: none"> <li>• The submission states to the construction of 100 houses just before the bridge into Dunboyne and questions the design and density of the development as well as questioning whether the traffic implications have been assessed.</li> </ul> </li> <li><b>4. Wildlife Habitats</b></li> </ol>	

- The submission states that continued development and zoning will destroy the habitats of foxes, rabbits and more. Just as the ongoing development of Facebook data centres has done.

#### **Chief Executive's Response**

1. The Draft Plan recognises that Dunboyne benefits from a multi-modal transport system consisting of excellent road and rail links with both the M3 Motorway and rail link to Dublin City Centre as well as important regional road linkages to Maynooth, Trim, Ratoath and Dunshaughlin. There are a range of objectives contained in the Draft Plan for additional link roads and an inner-relief road as well as other road improvements and a HGV ban in Dunboyne and Clonee Town Centres which will help alleviate congestion and improve the roads for all users. It is also an objective of this Plan to work with the relevant stakeholders to improve the public transport efficiency and provision serving Dunboyne.
2. Dunboyne is a strategically important settlement in County Meath located close to the border with Fingal County Council. It is the only entire town in the county located in the Metropolitan Area of Dublin as designated in the RSES. The location of Dunboyne in the Dublin Metropolitan Area provides an opportunity for the area to forge greater relationships and connections with key growth areas in Dublin and the wider Metropolitan Area.

The availability of strategically located employment and residential lands as identified in the Dublin Metropolitan Area Strategic Plan in addition to the area benefiting from the best transport links in the county presents opportunities to facilitate significant employment and residential growth. The recent investment in Clonee by Facebook and Takeda Pharmaceuticals in Dunboyne provides an opportunity for the settlements to be marketed as a location of choice for national and international investment which could stimulate further economic activity. Such companies will bring further employment to the County, thereby reducing the ratio of outbound commuting and increasing the rate base in the county which will facilitate the Council in providing additional community facilities. Facebook has a Community Fund in place whereby it provides sponsorship to community groups in the county.

3. The density, design and traffic impacts of all developments are assessed as part of every application. An application for 100 houses would have been assessed in detail by the Planning Department and various other Departments within the Council including the Roads Department.
4. The Draft Plan has been subject to both a SEA and NIS process and all planning applications include an assessment of the impact of a given proposal on Natura 2000 sites and the habitats and ecology of the area.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-244
<b>Submitted by:</b>	Declan Brassil & Company on behalf of John

	Hughes
<b>Submission Theme(s):</b>	Land Use Zoning & Written Statement – Dunboyne/Clonee
<b>Summary of Submission:</b>	
<p>The submission relates to lands at Williamstown Stud, 1km south of Clonee.</p> <p>This submission proposes the following amendments to the Written Statement (Volume 1), and the Written Statement and Zoning Map for Dunboyne-Clonee-Pace (Volume 2).</p> <p><b>Amendment No. 1:</b> The rezoning of lands from Objective RA –Rural Area to Objective A1 - Existing Residential.</p> <p>In addition to Proposed Amendment No. 1, or in the alternative, the following Amendment is proposed to the Written Statement for Dunboyne-Clonee-Pace (Volume 2):</p> <p><b>Amendment No. 2:</b> <i>Inclusion of Specific Objective DCE OBJ 24: Support the redevelopment of the lands and structures within the grounds of Williamstown House and Stud, being within and surrounded by the built footprint of the Metropolitan Area and well connected to Clonee Village and Dunboyne, in accordance with the policies and objectives of the Meath County Development Plan 2020-2026 to support the redevelopment of under-utilised and infill/brownfield development sites and the sustainable re-use of historic vernacular buildings and structures’.</i></p> <p>The submission states that the site is part of the contiguous urban area of Ongar, within the Metropolitan Area and built footprint of Dublin City and is surrounded by residential development and located proximate and accessible to social, community, educational facilities, and frequent high capacity public transport services and employment uses at Clonee, Ongar and Dunboyne, and in the wider Blanchardstown area. The site is no longer used as a Stud and currently contains 5 habitable and occupied dwellings and multiple disused outbuildings, stables, farm structures and undeveloped fields previously associated with the historic use as a Stud farm.</p> <p>It is submitted that the principle of additional residential development and the reuse of disused buildings is appropriate, having regard to the established and current use of the site, its location within the built footprint of the core Dublin city urban area and the level of accessibility it enjoys to established urban infrastructure. This is consistent with promoting the compact, consolidated, sequential and sustainable development of the Metropolitan area as advocated in national and regional policy and the policy of the Council regarding the appropriate re-use and conservation of vernacular and historic buildings.</p>	
<b>Chief Executive’s Response</b>	
<p>It is an objective of the current MCDP 2013-2019 to complete the development of 99 units on lands associated with Williamstown Stud (the grant of permission RA/191224 will facilitate this objective) and it is not considered appropriate to zone or include a site specific objective to accommodate any additional units at Williamstown Stud. OBJ 8 contained in the CDP 2001 stated <i>‘to facilitate the development of individual executive houses on the lands shown hatched on the urban detail map no. 7 to support the sustainable development of the Business park at Portran, Clonee, subject to 18 acres around Williamstown House being excluded to preserve the character and setting of the house and subject to the wastewater disposal system being connected to Fingal Drainage District’.</i> This objective recognised that it was not appropriate to allow for substantial development around Williamstown Stud owing to the impact on the character and setting of the Protected Structure and that would remain the case.</p>	



Objective CE8 which was contained in the CDP 2001 which provided for the development of the executive dwellings on the overall lands would not be considered appropriate in the context on the NPF, RSES and Core Strategy which have been introduced in the intervening years. The priority for the Council is for new residential development to be located in proximity to the rail stations at Dunboyne and Pace as per the NPF and RSES guidance and sufficient lands have been zoned accordingly for residential development within the urban footprint of Dunboyne-Clonee-Pace to accommodate the projected population increase over the lifetime of the Plan.

Additional zoning and residential units of the scale proposed at this location would militate against the objective to achieve a compact urban settlement, would be contrary to the sequential approach and would be contrary to principles of sustainable development and not in accordance with the guidance contained in the NPF and RSES.

There is however provision under Section 9.12 'Vernacular Rural Buildings (Refurbishment and Re-Use)' which would apply to the re-use of such structures at Williamstown Stud subject to impact on the setting and character of the Protected Structure being assessed as part of any planning application.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-247
<b>Submitted by:</b>	Declan Brassil & Company on behalf of Hickwell Limited, Hickcastle Limited & Hub Management Company Limited By Guarantee
<b>Submission Theme(s):</b>	Land Use Zoning & Written Statement – Dunboyne/Clonee
<b>Summary of Submission:</b>	
This submission relates to the hub Logistics Park and proposes the following amendments to the Written Statement and Zoning Map for Dunboyne(Volume 2).	
<b>Proposed Amendment No. 1:</b> That the Transport –Indicative Road Route on Sheet 13(a) is realigned.	
Sheet 13(a) 'Dunboyne-Clonee-Pace Land Use Zoning Map' identifies a roads objective to link the Objective E2/E3 landbanks to north of the M3 to the M3 Motorway at Junction 4. These landbanks are located to the north and south of the Kilbride Road (L1010). Hickwell Ltd. Hickcastle Ltd. (HLHL) owns and operates The Hub Logistics Park located on the E2/E3 landbank to the south of the Kilbride Road and accessing to the Kilbride Road.	
The Indicative Road Route objective identified on Map 13(a) proposes to utilise the internal private distributor servicing The Hub Logistics Park as part of the wider Distributor Road linking the E2/E3 landbank to the M3 Motorway at Junction 4.	
While the submission acknowledges that the 'Indicative Road route' is indicative only it is submitted that it is appropriate that the identified alignment should avoid areas that are known to be undeliverable. It is stated that the indicative alignment utilising the private internal	

distributor road at The Hub Logistics Park is undeliverable with all circulatory areas including roads, car parks, and loading yards are owned by Hub Management Company Limited By Guarantee and the established and permitted warehouses uses may contain bonded warehouse elements that also have specific access and security requirements that could not be achieved if the existing road becomes a public road.

The submission states that the internal private distributor road has been designed and constructed to meet the requirements of the logistic units and does not have the capacity to accommodate the potential volume of traffic envisaged for the route, and does not have the space to accommodate necessary public transport, pedestrian and cycling infrastructure. It is also stated that the proposed alignment would also severely impact the potential of The Hub to attract and secure further logistics and light industrial uses on the balance of the zoned land.

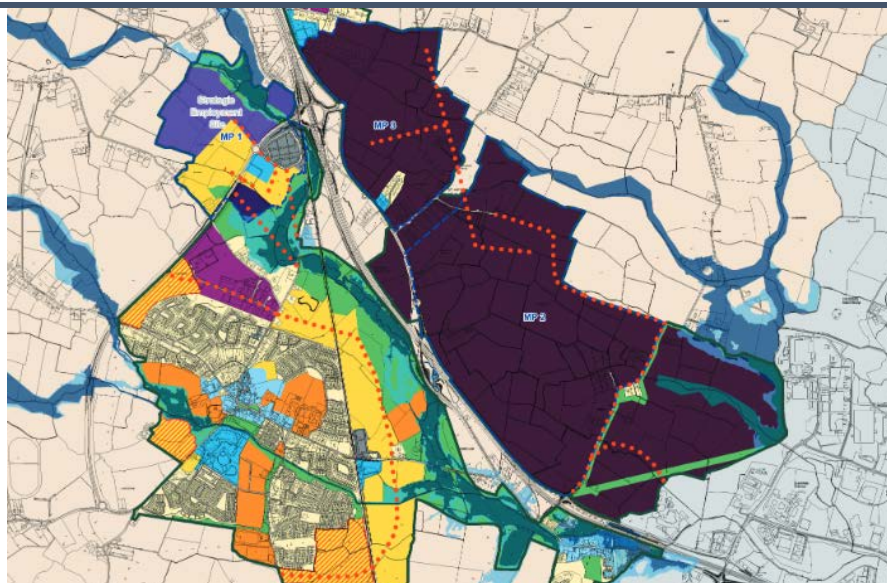
This submission states that the alternative alignment would create better access and permeability through the wider E2/E3 landbank. It is proposed that the alignment is indicated between the northern boundary of Bracetown Business Park and the southern boundary of The Hub. A new junction would be created onto the Kilbride Road (L1010). It is stated that the established entrance to The Hub could be closed and the existing road diverted onto the new road alignment a sufficient distance to the east of the Kilbride Road and Bracetown Business Park could also access the new road, facilitating an overall improvement of traffic safety conditions on the Kilbride Road.

#### **Chief Executive's Response**

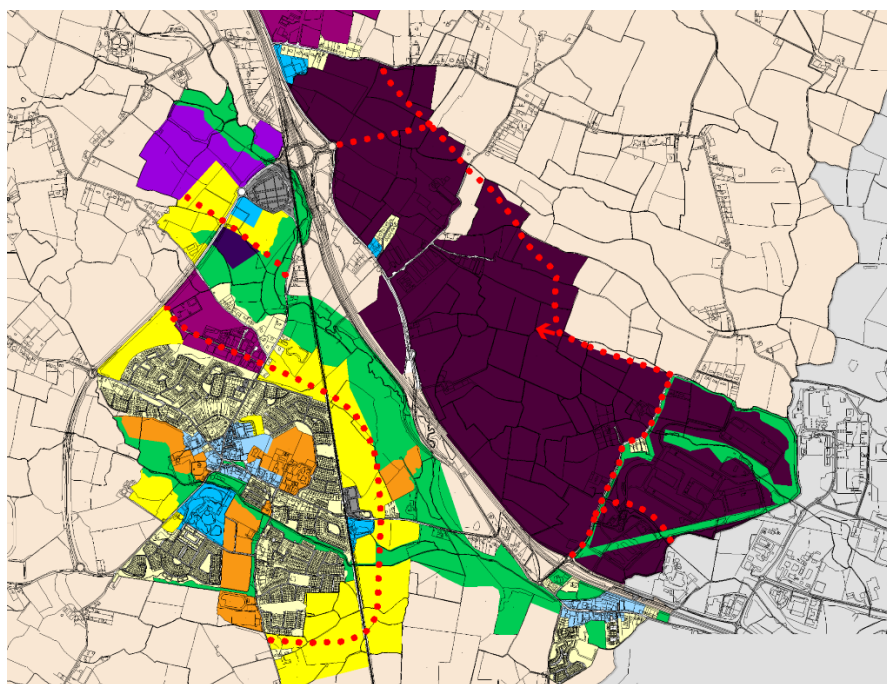
The routes shown on the Draft Plan map are indicative purposes only in order to provide for a distributor road between the L1010-5 and the L5028-1 and to facilitate the development of the E2/E3 zoned lands within MP2 and MP3. Detailed designs for this roadway are currently being drafted in accordance with the grant of permissions RA/180671 and RA/191593. It is acknowledged and recognised that some of the indicative routes were incorrectly located on the Draft Map and this has now been corrected. The aforementioned detailed road design will not go through any existing buildings but will however connect to the local road L1010-5 at an appropriate location.

#### **Chief Executive's Recommendation**

It is recommended that the Land Use Zoning map is amended to correctly show the indicative road routes through MP2 and MP 3 on the Dunboyne-Clonee-Pace Land Use Zoning Map.



Draft Plan Land Use Zoning Map



Proposed amended Land Use Zoning Map

<b>Submission No.:</b>	MH-C5-305
<b>Submitted by:</b>	RPS on behalf of Godolphin Ltd
<b>Submission Theme(s):</b>	Land Use Zoning – Dunboyne
<b>Summary of Submission:</b>	
This submission relates to the subject lands approx. 2km north of the centre of Dunboyne comprising 3 land parcels;	
<ol style="list-style-type: none"> <li>1) Field 1: 3.8 Ha</li> <li>2) Field 2: 7.3 Ha</li> </ol>	

3) Field 3: 5.95 Ha

**Total: 17.05 Ha**

The submission seeks the rezoning of the subject lands from the Rural Area (RA) to land use zoning objective E1/E3 – Strategic Employment Zones (High Technology) / Warehousing & Distribution and included within the adjacent Strategic Employment Site.

It is considered that there is a strong, national, regional and local focus on ensuring that residential development is focused on brownfield and infill sites which has resulted in urban local authorities such as South Dublin CC and Dublin CC to rezone much of their employment-led sites for residential and mixed use / regeneration.

Furthermore, the submission states that should the Council be minded not to rezone all of the subject lands, it is requested that the Council consider the rezoning of the at least Field 1 in order to avoid reliance on 3<sup>rd</sup> parties.

#### **Chief Executive's Response**

With regard to the employment use that is sought, it is considered that there are sufficient lands zoned E3 as part of the Settlement Plan for Dunboyne/Clonee/Pace and this is outlined as part of Land Use Zoning Map Sheet Number 13(a).

However, the location of the subject lands contiguous to the existing E2/E3 zoned lands is recognised and the zoning of these lands may be appropriate in future development plans depending on the level of development of the existing E2/E3 zoned lands during the new Plan period.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-357
<b>Submitted by:</b>	The Planning Partnership on behalf of the Kelly Group
<b>Submission Theme(s):</b>	Land Use Zoning & Written Statement – Dunboyne/Clonee
<b>Summary of Submission:</b>	
<p>This submission relates to current unzoned lands in the current CDP at Paddington, Dunboyne adjoining Bracetown Business Park. The subject site is proposed zoned 'E2/E3 Retail Warehouse' in the Draft Plan as seek to:</p> <ul style="list-style-type: none"><li>• E2 - To provide for the creation of enterprise and facilitate opportunities for employment through industrial, manufacturing, distribution, warehousing and other general employment/ enterprise uses in a good quality physical environment, and</li><li>• E3 - To facilitate logistics, warehousing, distribution and supply chain management inclusive of related industry facilities which require good access to the major road network</li></ul> <p>The submission states that the zoning objectives of the subject lands meet the requirements and demands of the Kelly Group and the submission supports the consolidated zoning of the lands in respect of enabling the required demands of this prospective end user and will support the roll out of broadband in the national interest.</p>	

It is stated that the location and zoning will provide for the headquarters office and training elements of the Kelly Group and the associated opportunity for a landmark building at this visible location. Whilst the submission respects the objectives of Masterplan provision for the wider area (MP3) it should not overtly restrict the delivery of already accessible land masses associated with established roads and infrastructure network points.

#### **Chief Executive's Response**

This submission of support is noted and welcomed and the Chief Executive is looking forward to working with the Kelly Group into the future.

#### **Chief Executive's Recommendation**

No change required.

<b>Submission No.:</b>	MH-C5-602
<b>Submitted by:</b>	Alanna homes
<b>Submission Theme(s):</b>	Land Use Zoning & Written Statement – Dunboyne/Clonee
<b>Summary of Submission:</b>	
<p>The subject lands comprise 4.1 acres of lands accessed from the Rooske Road. The lands are currently undeveloped although planning permission is extant for a nursing home (granted in 2010 and subsequently extended). The lands immediately adjoin the Dunboyne Castel Hotel to the west.</p> <p>This submission seeks the rezoning of 4.1 acres of lands located at Dunboyne Castle, Dunboyne, Co. Meath. A change of zoning from “G1 –Community Infrastructure” to “A1 –Existing Residential”.</p> <p>The submission states that the lands also benefited from specific objective “EDU-O6” in the existing Local Area Plan which provided for – To facilitate the development of post primary, post leaving cert and Third Level educational facilities at the ‘G1’ lands at Rooske Road in conjunction with the College and Louth and Meath Education and Training Board. This objective is not included with respect to the subject lands in the current draft County Development Plan. The submission states that the proposed rezoning is consistent with national policy which seeks consolidation within the Metropolitan area.</p> <p>Reason for zoning the subject lands;–</p> <ol style="list-style-type: none"> <li>1. The lands are located within the exiting built up area and zoning the lands “A1 –Existing Residential” recognises that the infill nature of the site requires that any new development pay proper regard to established residential, leisure and educational uses in the vicinity.</li> <li>2. The proposal otherwise complies with the “sequential approach” which strongly favours development within the exiting built up area of towns followed by development contiguous to the established development boundary.</li> <li>3. It is national and regional policy (recognised by the Draft Plan) for Dunboyne as a town located within the Metropolitan Area of Dublin to play an enhanced role in the consolidation of the Metropolitan Area.</li> <li>4. The infill nature of this 4 acre site will promote compact urban growth around high volume public transport promoting sustainable commuting patterns (i.e. heavy rail) having regard to its proximity to railway stations at Dunboyne and Pace.</li> <li>5. Future occupants will have access to heavy rail and to significant employment</li> </ol>	



<p>opportunities at Pace and more widely in east Meath.</p> <ol style="list-style-type: none"> <li>The community zoning of the lands, with an objective to provide post primary/ third level use, is no longer relevant and significant community facilities, including schools, playing field and athletics facilities have already been provided on lands in close proximity.</li> <li>Extant planning permission has been in place for a nursing home for 10 years without attracting a user. The length of time the lands remain unused is evidence of the lack of a requirement for further community uses on the lands.</li> <li>The subject lands are serviced and are otherwise “shovel ready”.</li> </ol>
<b>Chief Executive’s Response</b>
<p>The subject site is not associated with any residential property and therefore an A1 Existing Residential zoning is not considered appropriate for this site. The G1 zoning will allow for the future expansion of the GAA Club, Athletic Club or Gaelscoil Thulach na nOg and the Development Strategy for the area supports the provision of additional community and education facilities where a need is identified. It is important also that such lands are proximate and central to existing and future population growth areas. It is therefore not considered appropriate to change the zoning from G1 to A1. There is sufficient land zoned for residential use within Dunboyne in proximity to the 2 rail stations to accommodate the projected population increase over the lifetime of the Plan.</p>
<b>Chief Executive’s Recommendation</b>
No change recommended.

<b>Submission No.:</b>	MH-C5-603
<b>Submitted by:</b>	Alanna homes
<b>Submission Theme(s):</b>	Land Use Zoning & Written Statement – Dunboyne/Clonee
<b>Summary of Submission:</b>	
<p>This submission relates to lands at Castlefarm, Dunboyne, County Meath (33 acres) and requests that the lands should be zoned with objective A2 New Residential i.e. “To provide for new residential communities with ancillary community facilities, neighbourhood facilities and employment uses as considered appropriate for the status of the centre in the Settlement Hierarchy” with an objective to extend the existing inner-relief road through the lands and to zone a portion of the lands for community and related uses to facilitate St. Peters GAA Club. The submission outlines that the rezoning and development of the lands would accord with the policies and objectives contained within the NPF and RSES.</p> <p>Reasons for zoning the lands;</p> <ol style="list-style-type: none"> <li>Location and the sequential test – the lands adjoin and are contiguous to the existing built up area of Dunboyne.</li> <li>Availability of services – lands are serviced within Dunboyne Castle development which is under the submitters ownership.</li> <li>Lands are capable of delivering housing during the Plan lifetime</li> <li>Proximity to high-capacity public transport – rail and bus</li> <li>Employment opportunities – lands are within 500 metres of railway station offering access to Dublin City and major employers.</li> <li>Would allow completion of the inner-relief road</li> <li>Development of the lands would result in a planning gain – handing over of additional lands to the GAA club.</li> </ol>	



### Chief Executive's Response

It is a priority of the Land Use Strategy for Dunboyne to focus residential growth on centrally located lands in proximity to the rail stations in the town and sufficient lands have been zoned for new residential at these locations. Additional zoning of the scale proposed at this location would militate against the objective to achieve a compact urban settlement, would be contrary to the sequential approach and would be contrary to principles of sustainable development and result in urban sprawl at this location. As detailed above, there are more sequentially preferable sites in Dunboyne in closer proximity to the rail stations to cater for the residential growth of Dunboyne over the period of this Plan.

It is however recognised that the lands comprise of a strategic landbank of importance for Dunboyne and would allow for the completion of the inner-relief road and the zoning of same may be appropriate in future development plans.

### Chief Executive's Recommendation

No change recommended.

<b>Submission No.:</b>	MH-C5-658
<b>Submitted by:</b>	ILTP Consulting on behalf of Eamonn Walsh
<b>Submission Theme(s):</b>	Land Use Zoning & Written Statement – Dunboyne/Clonee/Pace
<b>Summary of Submission:</b>	
<p>This submission relates to 3 plots of zoned lands within Dunboyne. The submission states that it is evident from a review of current house building and planning applications in the area that new house building in Dunboyne is not progressing at the same pace as other areas of the county and that the CDP housing targets for Dunboyne in particular will not be achieved.</p> <p>The submission states that much of the zoned lands in Dunboyne earmarked for housing development completion by 2026 is already zoned, but has not to date come forward for planning, let alone construction, due to a variety of factors, including associated infrastructure costs, density and other costs and therefore, it is unlikely that a significant proportion of these lands will be brought through to construction stage during the lifetime of the CDP, i.e. by 2026.</p> <p>This submission is proposing a number of changes to the Draft CDP, in respect of the subject lands which will improve the CDP and ensure that Dunboyne better fulfils its role in the development of the county.</p> <p>There are three plots of lands in particular which this submission refers to. These are summarised as follows:</p> <ol style="list-style-type: none"><li><b>1. Plot A: Extension of Dunboyne Business Park- Request that Proposed Rezoning be Retained.</b> The submission fully supports the proposed extension of the employment zoning in this area.</li><li><b>2. Plot B: Proposed Residential Zoning of Lands to north of the Summerhill Road and east of the Dunboyne Bypass–Request that proposed rezoning be brought forward to 2020 - 2026.</b> The submission supports the proposed residential zoning of these lands but</li></ol>	

wishes to bring forward the development time line to within the lifetime of the new plan 2020 - 2026. It is stated that these lands are accessible and are fully serviceable and do not require any significant other infrastructure outside the landowners control. These lands are immediately developable and will facilitate the bringing forward of much needed residential development in the area in the immediate future, in accordance with National and Regional and Draft CDP policy objectives.

3. **Plot C: Proposed change to the zoning adjacent to landowners home and farm – Request that the existing Zoning be Retained.** The submission states that the proposed changes in zoning to G1 'Community Infrastructure' in this area is not supported by a needs-based assessment or by specific policy objectives. These lands include the submitters residence, which is a listed building, and a working farm. The submission requests that the existing zoning on these lands is retained as per the current CDP, which includes open space and also some town centre and residential zoning.

#### 4. Proposed Policy Amendments

There are also a number of local policy objectives where some minor modifications are proposed by the submission in the interest of the proposed planning and development of the area and in support of the overall submission. These are set out in this submission.

- a) DCE OBJ 1 – delete 'not exceeded' and replace with 'achieved'.
- b) DCE OBJ 3 – add 'and deliverable within the lifetime of the county Development Plan'.
- c) DCE OBJ 11 – This should be reflected on the proposed zoning map.

#### Chief Executive's Response

1. Plot A - The support for the extension to the Dunboyne Business Park zoning is noted and welcomed.
2. Plot B - The existing residential zoned lands have gone through an evaluation process and have been zoned and phased appropriately. The existing Phase 1 residential zoned lands are proximate to the rail line and stations in accordance with the guidance provided in the NPF and RSES. In relation to Dunboyne it is considered that a sufficient quantum of land has been zoned in Phase 1 in the Draft Plan to accommodate the allocated population growth during the period of the Draft Plan. As such it is not considered appropriate to zone these lands for Phase 1 and additional residential development during the new Plan period.
3. Plot C - It is considered that there are sufficient lands zoned for both A2 New Residential and B1 Town Centre purposes in the Draft Plan. Point no. 2 above outlines the evaluation process which the residential zoned lands have been subject to. There are flooding issues on a significant portion of these lands which are zoned for F1 Open Space as a result. The G1 Community Infrastructure zoning is considered compatible with the adjoining G1 zoning at St Peter's National School and Church of Ireland. There are a range of permitted uses on G1 zoned lands which include Childcare Facility, Community Facility / Centre, Cultural Facility, Education , Health Centre, Hospital, Leisure / Recreation / Sports Facilities as well as a range of Open for Consideration uses which include Healthcare Practitioner, Residential / Sheltered Housing, Restaurant / Café, Retirement Home / Residential Institution / Retirement Village. The existing residence on these lands is compatible with a G1 zoning and it is not considered necessary to amend the zoning of these lands.
4.
  - a) The wording 'not exceeded' is the standard terminology used throughout the Draft Plan and is considered appropriate to ensure compliance with the Core Strategy figures.

<p>b) The objectives identified are a priority of the Council and it's the Councils aim to deliver same within the lifetime of this Plan. It is not considered necessary to state this in every objective</p> <p>c) Education (Third Level) is a permitted use on C1 and E1 zoned lands and Open for Consideration on A2 zoned lands and it is therefore not considered necessary to reflect DCE OBJ 11 on the Land Use Zoning Map.</p>
<b>Chief Executive's Recommendation</b>
No change recommended.

<b>Submission No.:</b>	MH-C5-665
<b>Submitted by:</b>	Betel Romanian Church of God
<b>Submission Theme(s):</b>	Land Use Zoning – Dunboyne/Clonee/Pace
<b>Summary of Submission:</b>	
This submission relates to a site adjacent to the M3 and accessed off the R147. The site bounds the Bracetown Business Park and surrounding lands are zoned E2/E3. The site is currently used for storage of gravel. It is requested that the council consider a Place of Public Worship use category as open for consideration.	
<b>Chief Executive's Response</b>	
The subject lands are zoned R/A and are outside the development boundary of Dunboyne/Clonee/Pace. A Place of Worship is not a permitted or open for consideration use on R/A zoned lands. With regard to the use that is sought there are adequate lands zoned within the development boundary of Dunboyne/Clonee to facilitate a place of worship. Such a use is a permitted use on B1, C1 and G1 land zonings and an open for consideration use on F1 Open Space lands. It is not considered that a place of worship would be a compatible use with the adjoining E2/E3 land use zoning at this location. A section of the subject lands are also within an identified flood zone and appear to contain surface water management/drainage networks for the adjoining M3 Motorway. Therefore, it is not considered appropriate to zone these lands for a place of worship.	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-674
<b>Submitted by:</b>	Kayleigh Sexton
<b>Submission Theme(s):</b>	Chapter 11 – Development Management Standards and Land Use Zoning Objectives
<b>Summary of Submission:</b>	
This submission relates to the re-zoning of lands at Dunboyne:	
<ol style="list-style-type: none"> <li>1. The lands are zoned E2/E3 in the current Plan and it is sought that in line with the requirement for housing and the adjacent existing residential area, that the subject lands are zoned A2 New Residential.</li> </ol>	
<b>Chief Executive's Response</b>	

There is an existing dwelling on this modest site which is accessed onto a rural cul-de-sac which would not be considered appropriate to cater for an A2 New Residential zoning. The site is adjacent to existing rural residential properties and an identified flood zone and owing to the peripheral location and adjoining existing residential land uses and flooding issues the rezoning of the lands to new residential is not considered appropriate. The R/A zoning is considered appropriate for this site.

The existing residential zoned lands have gone through an evaluation process and have been zoned appropriately. The existing residential zoned lands proximate to the rail line and stations are considered preferable as per the NPF and RSES guidance.

In accordance with the RSES, NPF and MASP no further residential lands are required at this location within the current Plan period.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-677
<b>Submitted by:</b>	Dunboyne College
<b>Submission Theme(s):</b>	Written statement (Volume 2) – Dunboyne/Clonee/Pace
<b>Summary of Submission:</b>	
<p>This submission refers to the College's requirement for a new site to facilitate their expansion. It is stated that they are currently working with the Department of Education and Skills in relation to the development of the College and are on the Department of Education building list since 2016. They are seeking an area of at least 15 acres that would allow them the best possibility of getting planning in the near future and ideally has:</p> <ul style="list-style-type: none"> <li>• an identity with Dunboyne and has access to the amenities of the town;</li> <li>• has access to all bus and train links from all our fifty plus feeder schools which are on all arteries coming into the town;</li> <li>• is land that does not experience flood or associated issues;</li> <li>• has road frontage on a main road;</li> <li>• is accessible to local services of water, sewage and electricity;</li> <li>• an integrated development that fits in with the long term sustainable planning of the area.</li> </ul>	
<b>Chief Executive's Response</b>	
<p>The requirement for a new site to facilitate the expansion of the College is noted and is fully supported by the Council. It is an objective of the Council (DCE OBJ 11) 'To support and facilitate the provision of new educational facilities for Dunboyne College of Further Education preferably at lands proximate to the rail station at Dunboyne North'. Third Level Education is detailed as a required land-use within the MP1 lands adjoining the Rail Station at Dunboyne North. It is considered that these lands are in accordance with the site requirements as detailed above by the College. The landuse map for Dunboyne currently includes suitable zoning for the development of</p>	

a third level college beside both rail stations which will provide sustainable transport options for students and staff. The lands zoned G1 beside Dunboyne Rail Station are considered quite suitable for the development of a third level college.

#### **Chief Executive's Recommendation**

No Change Recommended

<b>Submission No.:</b>	MH-C5-777
<b>Submitted by:</b>	Glenbeigh Construction Ltd
<b>Submission Theme(s):</b>	Land Use Zoning & Written Statement – Dunboyne/Clonee

#### **Summary of Submission:**

This submission relates to existing Residential Phase 2 zoned lands at Rooske Road, Dunboyne and requests that the lands should be zoned with objective A2 New Residential.

The case put forward for the rezoning to A2 New Residential (Phase 1) is outlined as follows;

1. The delivery of the Southern Distributor Road will improve connectivity to the south of Dunboyne, thereby facilitating anticipated population growth in Dunboyne and its environs through the provision of an integral piece of infrastructure.
2. The rezoning of the subject lands will facilitate immediate development on residential lands in a town that has not met its anticipated housing completion rate during the life of the Meath County Development Plan 2013-2019.
3. The delivery of these two key planning matters will contribute to Dunboyne's growth targets and, inter alia, consolidate its integral role in achieving the aims of the Dublin Metropolitan Area Strategic Plan, as set out in the Regional Spatial and Economic Strategy.

The submission seeks to amend objective DCE OBJ 19 from: 'To support the delivery, in conjunction with all relevant stakeholders, of a link road to the south of Dunboyne extending from the Station Road to Rooske Road.' to: 'To commit to the delivery of a link road to the south of Dunboyne extending from the Station Road to Rookse Road within the life of this Development Plan, in conjunction with all relevant stakeholders'.

#### **Chief Executive's Response**

The existing residential zoned lands have gone through an evaluation process and have been zoned appropriately. The existing residential phase 1 zoned lands are proximate to the rail line and stations in accordance with the guidance provided in the NPF and RSES. In relation to Dunboyne it is considered that a sufficient quantum of land has been zoned in the Draft Plan to accommodate the allocated population growth during the period of the Draft Plan. As such, it is not considered appropriate to zone these lands for phase 1 and additional residential development during the lifetime of this Plan. The existing phase 1 residential zoned lands are proximate to the rail line and stations are considered preferable as per the NPF and RSES guidance. The subject lands have also been the subject of a recent SHD application which was rejected by An Bord Pleanála ref ABP-305820-19.

The amendment of DCE OBJ 19 with the wording from 'To support' 'To commit' is not considered appropriate as the development of this roadway will be developer-led and the Council could not commit to or have the resources to deliver this roadway during the lifetime of this Plan.

**Chief Executive's Recommendation**

No change recommended.

**Submission No.:**

MH-C5-796

**Submitted by:**

McCutheon Halley Chartered Planning  
Consultant on behalf of McGarrell Reilly Homes

**Submission Theme(s):**

Land Use Zoning – Dunboyne

**Summary of Submission:**

This submission relates to a 3.6 hectare site to the north of Dunboyne Town Centre (1.3km). It is located to the south-east of the M3 and c.500m from the M3 Parkway station,

The submission considers that an 'A2' New Residential zoning for this site is more appropriate having regard to the current zoning of surrounding land, the proposed connection running parallel to the site to connect these lands to Dunboyne Town Centre and the advantageous position of the site, as well as the readiness of the owner to deliver appropriate housing on these lands. The submission also states that the town of Dunboyne has significant volumes of undeveloped Employment/Warehousing and Distribution lands east of the M3. The submission states that the housing allocation targets for residential zoned lands in Dunboyne should be revised upwards to meet the additional housing output targets set out in Rebuilding Ireland (2016), as well as the population projections outlined in the NPF and RSES which state that growth should be concentrated in area with high frequency public transport. It is outlined how the proposed rezoning would comply with the NPF and RSES and Rebuilding Ireland.

**Chief Executive's Response**

The existing residential zoned lands have gone through an evaluation process and have been zoned appropriately. The existing residential zoned lands are proximate to the rail line and stations in accordance with the guidance provided in the NPF and RSES. In relation to Dunboyne it is considered that a sufficient quantum of land has been zoned in the Draft Plan to accommodate the allocated population growth during the period of the Draft Plan. As such it is not considered appropriate to zone these lands for additional residential development. The E3 zoned lands at this location will form an important element in the creation of a 'live-work' community at this location. It is considered that there is a sufficient quantum of residential zoned lands within the MP1 lands.

The Transportation Study for the Dunboyne-Clonee-Pace area that was agreed between MCC and TII, the Department and NTA outlines the capacity of existing zoned residential lands and associated infrastructural improvements that must take place commensurate with said development. The current CDP and relevant LAP permits 500 residential units on residential zoned lands. Any additional units (over and above 500) that may be permitted in this area shall only be located on existing residential zoned lands as identified in the Draft CDP.

In accordance with the RSES, NPF and MASP no further residential lands are required at this location within the current Plan period.

There is a critical road link to be delivered through these lands which will be required commensurate with development on said lands. There are flooding issues on south portion which will require Flood Studies as part of any planning application.

**Chief Executive's Recommendation**



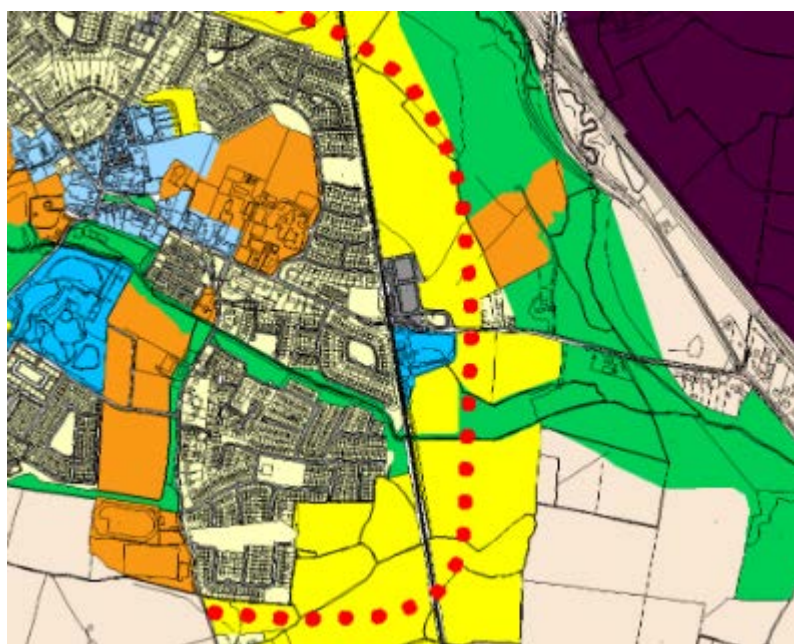
No change recommended.

<b>Submission No.:</b>	MH-C5-799
<b>Submitted by:</b>	Declan Brassil & Company on behalf of Sean Boylan
<b>Submission Theme(s):</b>	Land Use Zoning – Dunboyne
<b>Summary of Submission:</b>	
<p>This submission relates to a 20ha site at Station Road in Dunboyne. The lands are the subject of three zoning objectives in the Draft Meath County Development Plan 2020-2026, namely Objective A2 ‘Proposed Residential’, Objective F1 ‘Open Space’, Objective C1 ‘Mixed Use’. That area zoned Objective C1 relates to the established health care facility.</p> <p>The purpose of this submission is also to confirm that:</p> <ol style="list-style-type: none"><li>1. The submission welcomes and supports the proposed zoning objectives on the lands.</li><li>2. The proposed housing allocation to Dunboyne and the subject lands, and the Phase 1 designation, are consistent with National, Regional and County planning policy, and represent a sustainable, sequential, plan led approach to the sustainable urban expansion of Dunboyne, will support the enhancement and vitality of the established housing, community and recreational asset base of the town.</li><li>3. The submitter is committed to the development of the zoned landbank.</li></ol> <p>The submission requests that the objectives attaching to the lands in the Draft Plan are retained and incorporated in the County Development Plan, when adopted.</p>	
<b>Chief Executive’s Response</b>	
<p>This submission in support of the Land Use Zoning Objectives to the subject lands is noted. The subject lands are located immediately to the south of Dunboyne Rail Station and the zoning of same for residential and mixed use is in accordance with the guidance provided in the NPF and RSES for the zoning of lands proximate to public transport.</p> <p>Under RA/180561 permission has been granted by MCC to Merville Homes for the construction of 99 dwelling units to the south of Station Road which includes a section of the Dunboyne inner-relief road which will also facilitate access to the lands which are the subject of this submission.</p> <p>There are some flooding issues along the Castle Stream on subject lands however following a detailed Flood Risk Assessment for Dunboyne which was carried out by JBA Consultants for the Draft Plan, these issues are not as significant as is the case in the current Plan and therefore a significant portion of the lands have been deemed suitable for development within the Plan period.</p> <p>This submission is related to submission no. MH-C5-829 which relates to lands further to the east on Station Road. The MH-C5-829 lands are proposed to facilitate the relocation of Dunboyne Herbs from the Mixed Use zoned lands to the south of the rail station. Refer to submission no. MH-C5-829 for further details.</p> <p>The indicative road layout needs to be updated to the alignment permitted as per planning reference no. RA/180561. The road alignment is further to the west than that detailed on the Land Use Zoning Map.</p>	
<b>Chief Executive’s Recommendation</b>	

It is recommended that the indicative road layout is updated to the alignment permitted as per planning reference no. RA/180561.



Draft Plan Land Use Zoning Map



Proposed Amended Land Use Zoning Map

<b>Submission No.:</b>	MH-C5-803
<b>Submitted by:</b>	The Keating Family
<b>Submission Theme(s):</b>	Land Use Zoning Objectives – Dunboyne/Clonee/Pace
<b>Summary of Submission:</b>	
The land proposed to be zoned is 10.3 hectares total to the western side of Clonee. The submission includes 5 elements that together form part of an integrated package of development opportunities for the village of Clonee. These five elements include:	

- Additional zoned land for new residential development, Community Facilities and playing fields.
- A pedestrian/cycle route to link the zoned land and the village to Dunboyne train station.
- A vision Urban Design Framework Study for the village centre prepared by MOLA Architecture.
- A proposed landmark building near the northern end of the town.
- Delivery of pedestrian/cycle connection to surrounding employment centres, via existing Keating's Lands in Clonee.

Notwithstanding the fact that Clonee forms part of the combined settlement, the Plan suggests that Dunboyne and Clonee function as separate settlements at either end of the settlement hierarchy.

This reveals the inconsistency in the settlement hierarchy of the draft plan. On the one hand, Clonee is included in the settlement of Dunboyne-Clonee-Pace, while on the other hand the designation of 'self-sustaining growth town' seems to be confined to the settlement of Dunboyne rather than the integrated settlement as a whole.

This submission is based on the explicit understanding that Dunboyne and Clonee should be approached as a combined settlement in the new County Development Plan. It is accepted that Clonee has a village status and should continue to be physically separate from Dunboyne through appropriate green belt zoning. However, the combined settlement of Dunboyne and Clonee has been designated a 'Strategic Employment Site' and a single settlement in the context of the Dublin Metropolitan Area and this should mean that an integrated approach towards the location of residential development in the settlement as a whole.

The rationale for the different policy approach to the two settlements is not clearly understood and somewhat surprising given the fact that Clonee has seen a much more robust population growth in the intercensal period 2011-2016 of 31% against only 4.5% for Dunboyne. The plan also notes that "...recent population growth in Dunboyne has been disappointing".

#### **Chief Executive's Response**

In order to ensure a holistic approach is taken to future growth and development within the Dunboyne/Clonee corridor the planning strategy set out in previous Plans of preparing a Plan for the combined wider area of Dunboyne and Clonee will be continued. A detailed Local Area Plan for Dunboyne/Clonee will be prepared during the life of this Plan.

Dunboyne and Clonee function as separate settlements at either end of the settlement hierarchy, i.e. Dunboyne is designated as a self-sustaining growth town scheduled to accommodate significant growth over the plan period. Clonee, however, is designated a village with a focus on infill, brownfield redevelopment and consolidation.

On the basis of the foregoing, this strategy will plan for the future growth of Dunboyne and the consolidation of the village of Clonee. The built-up area of Dunboyne and Clonee will not be permitted to coalesce in the context of the geographical proximity between each settlement.

The primary areas for population growth will be in Dunboyne and Dunboyne North adjacent to the M3 Parkway Park and Ride.

There are centrally located residential lands within walking distance of the town centre that have the capacity to deliver significant residential development. These lands have remained undeveloped for a significant period, however the Council understands that said lands will now be

brought forward for development. The Council will continue to promote the release of these lands through its active land management strategy.

The lands at Dunboyne North are zoned for employment, commercial, and residential uses (initial development of 500 units) that are to be developed under the 'live work' community model. The existing residential zoned lands have gone through an evaluation process and have been zoned appropriately. The existing residential zoned lands are proximate to the rail line and stations in accordance with the guidance provided in the NPF and RSES. In relation to Dunboyne it is considered that a sufficient quantum of land has been zoned in the Draft Plan to accommodate the allocated population growth during the period of the Draft Plan. As such it is not considered appropriate to zone these lands for additional residential development.

#### **Chief Executive's Recommendation**

No Change Recommended

<b>Submission No.:</b>	MH-C5-829
<b>Submitted by:</b>	Brock McClure Planning & Development Consultants on behalf of Rennar Ltd
<b>Submission Theme(s):</b>	Land Use Zoning – Dunboyne
<b>Summary of Submission:</b>	
<p>This submission relates to lands east of the Dunboyne-Pace railway line and Dunboyne Railway Station, known as Loughsallagh Lands.</p> <ul style="list-style-type: none"> <li>• The submission comments on the land-use zoning objective contained within the Draft Zoning Map for the Draft Plan and the removal of an objective for a Gateway Medical Building.</li> <li>• The main objective of this submission is to highlight the suitability of part of subject lands for Gateway Medical Building and to provide a rationale for the zoning of this part as "G1 –Community Infrastructure".</li> <li>• The Loughsallagh lands, comprising 14.2ha provides for the relocation of 'Dunboyne Herbs' commercial and farming activities as part of a comprehensive redevelopment of these lands for 'provision of integrated holistic medical care, research and educational facilities' as outlined in the current Meath County Development Plan 2013-2019.</li> <li>• It is submitted that the removal of this objective would be a missed opportunity for Dunboyne and while it is accepted that a significant portion of the site must remain development free, the eastern portion of the site is suitable to deliver the objective for a Future Gateway Medical Building, as proposed by the current plan.</li> <li>• The subject site has the capacity to accommodate such a proposal and for this reason, it is contended that a more suitable zoning be implemented at this location. It is proposed to re-zone the section identified as G1 – Community Infrastructure with an objective "to provide for necessary community, social and educational facilities."</li> <li>• Dunboyne Herbs are committed to delivering on the objective to provide a Future Gateway medical Building on the subject lands.</li> <li>• OCSC consulting engineers concluded that with the appropriate flood measures, the southeast portion of the site has the potential to be Flood Zone C where all types of development are appropriate.</li> <li>• Development of this site as a healthcare campus would provide an efficient use of land and community gain.</li> </ul>	
<b>Chief Executive's Response</b>	

This submission is related to submission no. MH-C5-799 which relates to lands to the south of Dunboyne Rail Station which are zoned for A2, C1 and F1 purposes. The C1 Mixed Use zoning is the current location for Dunboyne Herbs.

The Chief Executive recognises that the existing Dunboyne Herbs site is zoned for C1 Mixed Use purposes on lands opposite the rail station in Dunboyne and is considered a prime location for a high density mixed use development. It is considered that the nature of Dunboyne Herbs business with associated land and polytunnels for growing herbs would be more appropriately sited on a site out of the town centre. The lands the subject of this current submission would allow for the relocation of the existing herbs business out of the town centre to a more suitable peripheral site thereby making the mixed use lands available for more compatible, appropriate and higher density mixed use town centre development adjoining Dunboyne Rail Station.

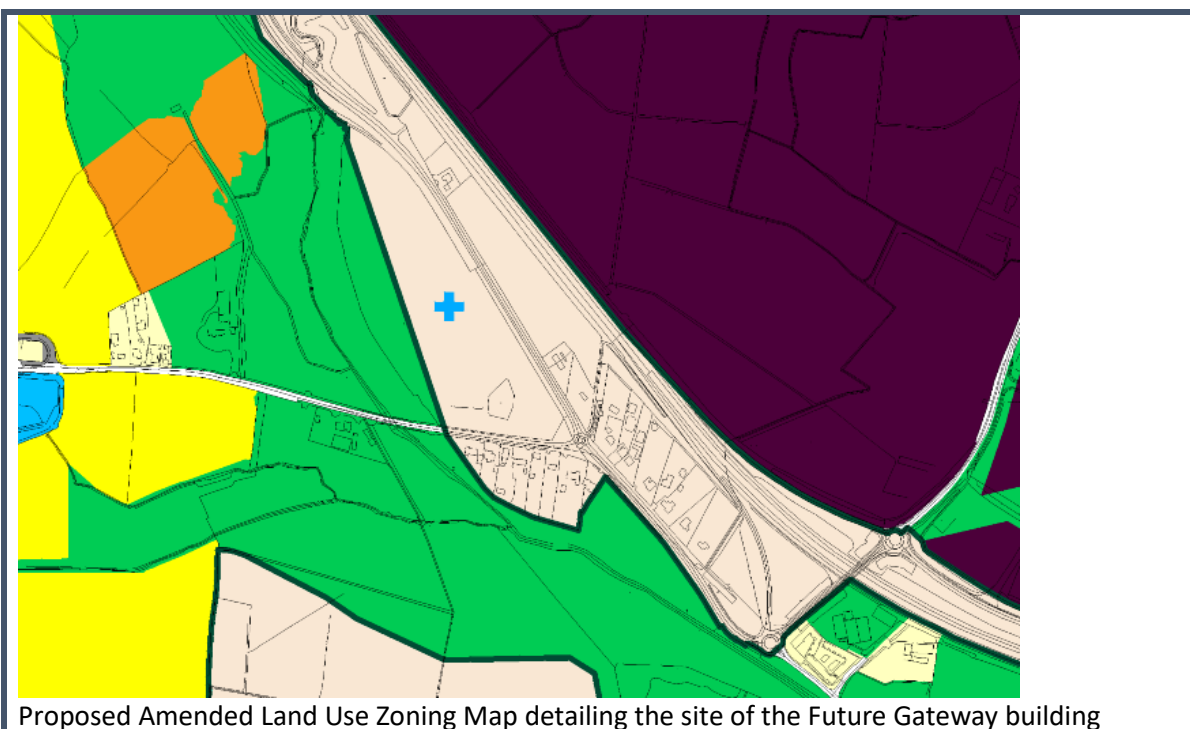
It is considered that CER OBJ 1 contained in the current CDP *'To provide a single landmark building of significant architectural merit to replace the existing Herbal Medicine facilities in Dunboyne which could include the provision of integrated holistic medical care, research and educational facilities as part of the continued development of Dunboyne Herbs. The building shall be accommodated on lands outside the designated Flood Plain lands, identified on the land use zoning map. Any application submitted with respect to the subject lands shall be accompanied by a suitably detailed Stage III Flood Risk Assessment and Management Plan as required pursuant to FR POL 1'* should be reinstated in order to facilitate this relocation and the development of a landmark and gateway building at this location.

The new distributor road to the south of the regional road will become a very busy junction when built and could cause problems for the operation of Dunboyne Herbs business and therefore the relocation of the business may be only option. 799. It is also recognised that the relocation of the business will require the associated primary residence for the business to also be relocated and therefore it is considered that the associated primary residence should also be provided for in the reinstated objective.

#### **Chief Executive's Recommendation**

It is recommended that CER OBJ 1 Future Gateway Building is reinstated **'To provide a single landmark building of significant architectural merit to replace the existing Herbal Medicine facilities in Dunboyne which could include the provision of integrated holistic medical care, research and educational facilities as part of the continued development of Dunboyne Herbs. The building shall be accommodated on lands outside the designated Flood Plain lands, identified on the land use zoning map. Any application submitted with respect to the subject lands shall be accompanied by a suitably detailed Flood Risk Assessment and Management Plan. The associated primary residence of Dunboyne Herbs shall also be provided for as part of the relocation of the business.**

Also reinstate the Future Gateway Building emblem onto the Dunboyne-Clonee-Pace Zoning Objectives Map.



<b>Submission No.:</b>	MH-C5-831
<b>Submitted by:</b>	Brock McClure Planning & Development Consultants on behalf of Patrick Gleeson
<b>Submission Theme(s):</b>	Land Use Zoning – Dunboyne
<b>Summary of Submission:</b>	
<p>This submission relates to 32.8 ha of lands north of Clonee. The site is unzoned in the current Meath Plan but is located immediately north of land zoned E2/E3. This submission requests the rezoning of this site to E2/E3 for the following reasons:</p> <ul style="list-style-type: none"> <li>• The subject site is a natural extension of existing enterprise and employment lands located to the north of Clonee.</li> <li>• Additional employment generating land uses will be required to meet the needs of the growing population of Meath and the surrounding area in future years. Existing demand has exceeded supply in the adjacent Dublin 15 area and this scenario should be avoided where possible with the Draft Plan.</li> <li>• The subject site is unencumbered by any development constraints that would impede the development of this site.</li> <li>• The submission proposes the rezoning of “RA-Rural Area” land to provide a natural extension to the “E2/E3 – General Enterprise and employment/Warehousing and Distribution” zoning, on land that is not impacted by projected flood zones and that is within easy access of the M3 Motorway and surrounding residential development.</li> <li>• The subject site can potentially provide local jobs that will reduce commuting and lead to overall more sustainable travel patterns and better quality of life.</li> </ul>	
<b>Chief Executive’s Response</b>	
With regard to the employment use that is sought, it is considered that there are sufficient lands	



zoned E3 as part of the Settlement Plan for Dunboyne/Clonee/Pace and this is outlined as part of Land Use Zoning Map Sheet Number 13(a).

However, the location of the subject lands contiguous to the existing E2/E3 zoned lands is recognised and the zoning of these lands may be appropriate in future development plans depending on the level of development of the existing E2/E3 zoned lands during the new Plan period.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-832
<b>Submitted by:</b>	Brock McClure Planning & Development Consultants on behalf of John Connaughton
<b>Submission Theme(s):</b>	Land Use Zoning – Dunboyne
<b>Summary of Submission:</b>	
<p>This submission relates to a 22 hectare site to the east of Dunboyne Town Centre.</p> <p>The submission welcomes the draft zoning of the “A2 – New Residential” land immediately adjacent to Dunboyne Railway Station whereby the site is now all residential with an objective for a new road included. This land is the subject of a Strategic Housing Development application for 800 units and associated uses that is currently in the planning system. The landowner also welcomes the proposed “G1 – Community Infrastructure” Zoning on the lands further to the east that are seen as complimentary uses for the immediate residential land and the wider Dunboyne area.</p> <p>The submission submits that the land use zoning objective ‘Open Space’ put forward in the Draft Plan for the subject landholding to the east is inappropriate, does not reflect the potential of the lands and is a missed opportunity for the sustainable and balanced growth of Dunboyne. It is proposed the rezoning of “F1 –Open Space” land to provide a natural extension to the “A2 – New Residential” zoning, on land that is within easy access of Dunboyne Railway Station and Dunboyne Town Centre as well as surrounding employment areas.</p> <p>The submission proposes as Option 1 for the Planning Authority to amend the Draft Development Plan Map for Dunboyne –Clonee –Pace (sheet No. 13) as follows:</p> <ul style="list-style-type: none"> <li>Option 1: To show the subject landholding rezoned from completely “F1 –Open Space” to provide “A2 – New Residential” zoning incorporating approximately 13ha of residential land as outlined in red on the accompanying map.</li> </ul> <p>The submission states that the subject site is more appropriate for residential use that would serve and compliment the town appropriately, particularly when taken in consideration with the ‘Community Infrastructure’ land use zoning to the south and would represent a more effective use of serviced land and the Draft Plan should therefore be amended accordingly.</p> <p>The submission states that should the Local Authority decide that lands in Flood Zone B are unsuitable for residential development, an additional option for rezoning of land for residential in Dunboyne is possible:</p> <ul style="list-style-type: none"> <li>Option 2: Rezone only the lands outside of Flood Zone B to “A2 –New Residential” given</li> </ul>	

their location in proximity to Dunboyne Railway Station, Dunboyne Town Centre and to provide for compact development growth in line with Local and National Planning Policy as shown outlined in red on the accompanying map.

#### **Chief Executive's Response**

The F1 Open Space zoned lands at this location will form an important element in the provision of public open space serving both the A2 New Residential lands adjacent to the Rail Station and for existing residents of Dunboyne. The Development Strategy for Dunboyne recognises that the Castle and Tolka Rivers provide a valuable recreational amenity for local residents with regard to walking and cycling and environmental improvements along this corridor would make this area more accessible. A large section of the F1 zoned lands are also located in Flood Zone B and to rezone these lands for residential would be considered inappropriate and result in the loss of a valuable recreational amenity. In relation to Dunboyne it is considered that a sufficient quantum of land has been zoned in the Draft Plan to accommodate the allocated population growth during the period of the Draft Plan. As such it is not considered appropriate to zone these lands for additional residential development.

An application by the land owner is currently in the Strategic Housing Development Process for the land that is zoned residential, community facilities, open space and neighbourhood centre adjacent to the Railway station immediately to the west of the subject lands.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-886
<b>Submitted by:</b>	Shay Scanlon Architect on behalf of Paul & Martin Reilly
<b>Submission Theme(s):</b>	Land Use Zoning – Dunboyne
<b>Summary of Submission:</b>	
<p>This submission relates to a 34.34 Hectares at Ballymagillin Dunboyne. The submission seeks for the lands to be zoned to either to E2- General Enterprise and Employment or E2/E3- General Enterprise and Employment/ Warehousing and Distribution by extending the existing and proposed zoning from adjoining and surrounding lands. The lands are currently un-zoned.</p> <p>The submission states that by Including the site in the E2 or E2/E3 Zoning objectives it will allow the potential for the two existing enterprise to the West of the site to expand if so required. This addition is a relatively small increase, in the proposed lands either zoned E2 or E2/E3, being approximately a 5% increase. However, in zoning these lands it will create more opportunities as the lands are unencumbered ready for release subject to the appropriate zoning and can be developed as one entity or incrementally in a phased fashion with its own access from the public road.</p> <p>In addition, it is stated that these lands provide flexibility for the two existing enterprise to the West of the site to expand if so required. The lands can be accessed directly from the public road and addition can be linked back to the M3 via the E2/E3 at the Dunboyne/M3 Parkway round about interchange. can provide expansion for the existing Kilsaran or Takeda enterprises to the West.</p>	
<b>Chief Executive's Response</b>	
With regard to the employment use that is sought, it is considered that there are sufficient lands	

zoned E3 as part of the Settlement Plan for Dunboyne/Clonee/Pace and this is outlined as part of Land Use Zoning Map Sheet Number 13(a).

**Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-888
<b>Submitted by:</b>	Shay Scanlon Architect on behalf of Croskey Developments Ltd
<b>Submission Theme(s):</b>	Land Use Zoning – Dunboyne/Clonee/Pace
<b>Summary of Submission:</b>	
<p>This submission relates to lands of circa 2.045 Hectares at Bracetown, Clonee. The lands are located between the M3 and the R147 to the south and west of an existing rural housing cluster. The submission seeks to have the lands zoned to A2 New Residential. The lands are currently un-zoned. The Draft Meath County Council Development Plan proposes a zoning of RA Rural Area for the Lands. The submission summarises that;</p> <ul style="list-style-type: none"> <li>• The lands are in private ownership and unencumbered</li> <li>• Available for development on receipt of the appropriate zoning.</li> <li>• All necessary services need are available.</li> <li>• Will consolidate the existing residential development on adjoining lands.</li> <li>• The proposal supports may objectives of the proposed draft development.</li> <li>• Location assessable to all key Location, road, train, airport,</li> <li>• Represents a 'Live Work' opportunity utilising, vacant land, and a brownfield, infill strategically located site.</li> </ul>	
<b>Chief Executive's Response</b>	
<p>The existing residential zoned lands have gone through an evaluation process and have been zoned appropriately. The existing residential zoned lands are proximate to the rail line and stations in accordance with the guidance provided in the NPF and RSES. In relation to Dunboyne it is considered that a sufficient quantum of land has been zoned in the Draft Plan to accommodate the allocated population growth during the period of the Draft Plan. As such it is not considered appropriate to zone these lands for additional residential development. The lands are located in the rural area and outside the development boundary on the opposite side of the M3 Motorway. The existing residential zoned lands proximate to the rail line and stations are considered preferable as per the NPF and RSES guidance. In accordance with the RSES, NPF and MASP no further residential lands are required at this location within the current Plan period.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-891
<b>Submitted by:</b>	Shay Scanlon Architect on behalf of James Collins
<b>Submission Theme(s):</b>	Land Use Zoning – Dunboyne
<b>Summary of Submission:</b>	
<p>This submission relates to Barstown Commercial Park 8km west of Dunboyne on the R154. The existing established Business Park is circa 4.686 Hectares and it is proposed to be extended by a further 6.463 Hectares. The submission seeks to have the lands zoned to E2/E3- General Enterprise and Employment/ Warehousing and Distribution.</p> <p>The submission states that whereas Barstown Commercial Park is an established use and commercial entity it currently has no formal zoning. This submission seeks to have the Commercial Park obtain a zoning appropriate to its ongoing business - the appropriate zoning should be E2/E3- General Enterprise and Employment/ Warehousing and Distribution.</p> <p>As it is the intention of the Draft Plan to give all lands a zoning designation the submission states that a RA Rural zoning objective would be inappropriate for an entity such as Barstown Commercial Park.</p> <p>In addition to seeking zoning for the existing established lands an additional extended zoned area is sought to facilitate the natural growth and development of the Commercial Park. This extended area will allow the entrance to be relocated as previously designed for an earlier planning application supported by the council back in 2007 Planning Registry Reference DA/70501. It is stated that the current envisaged expansion is modest in terms of what was sought in 2007 under planning Reg. Ref. DA/70501.</p>	
<b>Chief Executive's Response</b>	
<p>While it is recognised that there is an established commercial park onsite, the lands are located in the rural area and detached from the settlement of Dunboyne by a distance of 7km. It is considered that there are sufficient lands zoned for E2/E3 purposes as part of the Settlement Plan for Dunboyne/Clonee/Pace and this is outlined as part of Land Use Zoning Map Sheet Number 13(a). New employment generating developments should be facilitated within the zoned and serviced lands which are adjoining public transport infrastructure within the development boundary of Dunboyne/Clonee/Pace. It is not considered appropriate to zone the subject lands for employment purposes having regard to the detached rural location and the sufficient quantum of sequentially preferable lands within Dunboyne/Clonee/Pace. The expansion of existing businesses within this commercial park will be provided for as per Section 4.11.1 'Rural Enterprise contained in the Draft Plan.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-970
<b>Submitted by:</b>	David McLoughlin
<b>Submission Theme(s):</b>	Land Use Zoning – Dunboyne
<b>Summary of Submission:</b>	
<ol style="list-style-type: none"> <li>1. This submission is made on behalf of landowners in the Dunboyne/Clonee/Pace areas in relation to the Settlement Strategy, Core Strategy and quantum of residential zoned lands. The submission states that the Draft Plan enables Dunboyne to grow by 45% and the County Town of Navan by 16%. Essentially the Draft Plan anticipates over the</li> </ol>	

transitional period Dunboyne to outperform the Key Town of in the County by 30% despite the fact that the most recent evidential data suggests that the rate of increase in Navan is exponentially greater at 781 units compared to Dunboyne at 48 units. The submission states that the Council should be seeking to consolidate the settlement as per that which was envisaged under the previous Plan with the phasing arrangements remaining in place over the transitional period with it making no sense to adopt an aspirational growth strategy at this stage based on no evidence.

2. The submission supports the vision articulated in the Plan that the development of the lands at Dunboyne North Train Station will create a sustainable 'live-work' community. The development of brownfield lands in the town centre along with lands to the north of Station Road adjacent to the central train station are considered more than adequate to cater for the level of growth that will occur over the next 6 years. The remainder of lands to the south of Station Road should be phased for delivery post 2026 or zoned for alternative uses. A revised development strategy accompanies this submission which provides for more compact growth and better use of available infrastructure in the short-term.
3. The submission also states that there is a lack of open space to serve the existing/future population and the Council should investigate the potential of providing a central park to the south of Station Road. It is stated that social infrastructure must be provided along with new residential.
4. Concerns in relation to flooding regarding the rezoning of lands from F1 Open Space to Residential Phase 1 are expressed. Given the implications of climate change it would be advisable to adopt a precautionary approach.

#### **Chief Executive's Response**

1. The approach to the growth of Dunboyne is a response to the demand for dwellings proximate to Dublin, the existence of two train stations at this location, Dunboyne being included in the MASP as well as a transport strategy that has been agreed with regional and national bodies. For further details please refer to the response to the Office of the Planning Regulator (MH-C5-816). In this regard the approach to Dunboyne is considered appropriate.
2. As noted above and as noted as part of the Office of the Planning Regulator (MH-C5-816) response, it is considered that the growth strategy for Dunboyne is appropriate. This includes the designation of lands as outlined in Vol. 2 Written Statements, including the associated zoning maps. No change to the designation of lands, as noted in this submission is, therefore, proposed.
3. As per DCE OBJ 12 it is an objective of the Council to support and facilitate improvements to and extensions of the east-west linear park, enhancing the environmental quality and amenity of the Castle River Corridor and DCE OBJ 13 is to explore the feasibility of developing a Regional Park on lands to the east/south-east of Dunboyne Rail Station which will include areas of active and passive recreational amenities and to meet the needs of existing and future population in the Plan area. A Sli na Slainte walkway could form part of either proposal. As part of the preparation of a Local Area Plan for Dunboyne-Clonee, the requirement for these facilities will be investigated in greater detail.
4. The issue of flooding has been mentioned and recognised in submission no. MH-C5-799 . The Draft Plan was subject to a detailed FRA being carried out by JBA Consultants which deemed more of the said lands being suitable for development compared to the current

CDP. See submission MH-C5-799 regarding flooding and the subject lands.
<b>Chief Executive's Recommendation</b>
No change recommended.

<b>Submission No.:</b>	MH-C5-1018
<b>Submitted by:</b>	Laurence Ward
<b>Submission Theme(s):</b>	Land Use Zoning – Dunboyne
<b>Summary of Submission:</b>	
<p>This submission requests the following;</p> <ol style="list-style-type: none"> <li>1. Remove indicative road through MP 3 as it is not required by the submitter</li> <li>2. Widen the L1010 to protect the stone wall at Normansgrove</li> <li>3. Provide sound barriers along the M3 for Gunnocks House</li> </ol>	
<b>Chief Executive's Response</b>	
<ol style="list-style-type: none"> <li>1. The routes shown on the Draft Plan map are for indicative purposes only in order to facilitate the development of the E2/E3 zoned lands within MP2 and MP3. It is recognised that some of the indicative routes were in correctly located on the Draft Map and this has now been corrected.</li> <li>2. The requirement for widening the L1010 will be assessed as part of the development of the MP3 lands.</li> <li>3. The provision of sound barriers along the M3 is outside the remit of MCC.</li> </ol>	
<b>Chief Executive's Recommendation</b>	
No change recommended. Refer to submission no. MH-C5-247 in relation to correction of the indicative road routes on the Dunboyne/Clonee/Pace Land Use Zoning Map.	



<b>Submission No.:</b>	MH-C5-54
<b>Submitted by:</b>	Glen White
<b>Submission Theme(s):</b>	Chapter 6 Infrastructure Strategy, Chapter 5 Movement Strategy, Chapter 11 Development Management Standards and Zoning, Chapter 7 Community Building Strategy
<b>Summary of Submission:</b>	
<p>This submission relates to Ashbourne and the provision of numerous elements of infrastructure and community services. A summary of this submission is as follows:</p> <ol style="list-style-type: none"> <li>1. The submission notes that the provision additional residential facilities without providing additional infrastructure such as roads or new access points is inappropriate and insufficient.</li> <li>2. The provision of a linear park in Ashbourne is considered to be ‘lip service’ and a large regional park such as the Phoenix Park is required that the population of Ashbourne can use for multiple purposes including cycling, running, etc.</li> <li>3. Adequate transport infrastructure for Ashbourne is required, particularly public transport such as rail or metro link and there should also be an appropriate bus network for Ashbourne comparable to that provided for Maynooth.</li> <li>4. Greater public amenities, such as a public swimming pool and further development of the GAA pitches is required. It is also noted that the new Colaiste De Lacy campus has insufficient sports/gym facilities.</li> </ol>	
<b>Chief Executive’s Response</b>	
<ol style="list-style-type: none"> <li>1. It is recognised that additional community and recreational facilities are required. In this regard the Council is progressing the development of a Linear Park as part of the provision of green infrastructure in the town. A Public Realm Strategy setting out potential improvements to the town centre that would improve connectivity and create a more attractive urban environment in the centre of the town has also been prepared. It is also an objective of the Plan to improve community and recreational infrastructure by identifying suitable lands for the development of a town park at regional scale that will provide a focal point for social and recreational amenities. (Refer to Chapter 7 Community Building). The Plan also seeks to promote more sustainable modes of transport by identifying a suitable location for a Park and Ride facility, improve walking and cycling facilities in the town by supporting the delivery of the infrastructure projects on the Milltown Road and Main Street that received funding under the Urban Regeneration and Development Fund and the potential to explore the feasibility of a rail connection to Dublin by means of a spur serving Ashbourne and Ratoath from the Navan-Dublin line.</li> <li>2. Addressed by point no. 1 above.</li> <li>3. The Council is strongly committed to the promotion of sustainable means of travel, including public bus services and the encouragement of modal change from private car to such sustainable means of travel. However, the Council is not directly responsible for public transport provision. The Department of Transport and the NTA are the principal agents for delivery of transport policy and development in the Greater Dublin Area. Whilst the Council does not have a direct role in the provision of public transport services, it is actively promoting and facilitating the improvement of both bus and rail services both within and from Co. Meath and is committed to working in conjunction with all</li> </ol>	

<p>transport providers and stakeholders in terms of the delivery of a reliable, accessible and integrated transport network that supports the effective functioning of the county. The Draft Plan also includes a long-term policy to introduce a rail link spur to Ashbourne.</p> <p>4. In recognition of the demand for additional areas of active open space c.6.2 hectares of lands have been identified for open space uses adjacent to Donaghmore/Ashbourne GAA club (ASH OBJ 20). The quantum of open space provided is considered sufficient at this location. In order to strengthen the community in Ashbourne and to make the town a more attractive place to live it is an objective of this Plan to prepare a Master Plan for the delivery of a public park (Refer to submission no. MH-C5-411). This space would be a gathering place for families and various groups and organisations, and would be an important resource in promoting an active and healthy lifestyle. There is an opportunity to deliver this park as part of a mixed use development that would include public amenities, residential, and employment uses.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.(s):</b>	MH-C5-66
<b>Submission by:</b>	Emlyn Cardiff
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy
<b>Summary of Submission:</b>	
Request to disregard this submission – replaced by submission MH-C5-67	
<b>Chief Executive's Response</b>	
See submission MH-C5-67	
<b>Chief Executive's Recommendation</b>	
No change required.	

<b>Submission No.:</b>	MH-C5-5-73
<b>Submission by:</b>	Ashbourne Playspace
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy and Volume 2 Ashbourne Written Statement
<b>Summary of Submission:</b>	
<ul style="list-style-type: none"> <li>Submission relates to the delivery of the Linear Park in Ashbourne. It welcomes the Council's commitment in 2015 regarding the completion and delivery of the Linear Park. However, highlights that only one zone (i.e. Zone 4) out of the proposed 7 zones has been developed.</li> <li>Submission requests that the necessary funding is secured and the Linear Park in totality is completed without further delay – to include the skatepark, originally included in Zone 4 – plans for which were published and later removed from the final design.</li> <li>Reference is made to the following statement in the Draft Plan which refers to the Linear Park i.e. 'The development of the Linear Park along the Broadmeadow River will be an important public amenity for the residents of Ashbourne and will integrate and connect</li> </ul>	

green spaces in the town.’ (Meath County Development Plan 2020-2026, Written Statement Ashbourne, 4.0 Opportunities).

#### **Chief Executive’s Response**

The Draft Plan acknowledges that there is a need for increased areas of public open space in the Ashbourne area. A specific objective is included in the Draft Plan to complete the Linear park running along the Broadmeadow River. ASH OBJ 18 refers.

The linear park is divided into 7 zones , 4 of which are in the possession of the local authority to develop. As noted in the submission, Zone 4 has been completed with the provision of a new playground and a pedestrian bridge to link to the town centre.

It is intended to progress the delivery of the skatepark in 2020. It is hoped to commence a part 8 planning application in Q3 of 2020 with the procurement process to take place thereafter.

The development of the remainder of the Linear Park is dependent on the financial resources becoming available. In support of this, the Council sought funding (May 2020) through the URDF application to complete phases 3, 6 and 7 and extend the linear park. Along this new green route, a number of uses are intended to be implemented including:

- Nature trails with footpaths to encourage exploration of ecological zones;
- Informational signage re ecological zones and species present;
- Sheltered spaces for relaxation and viewing opportunities;
- Educational spaces such as beehive hotels and classroom facilities for bug hunting;
- Diverse exercise and fitness trails suitable for all ages;
- Active recreation and play areas; and
- An amphitheatre or gathering space for events.

In line with the foregoing, the Council will continue to consider all options to improve the open space facilities in Ashbourne including various mechanisms to deliver the other sections of the Linear Park.

#### **Chief Executive’s Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-86
<b>Submitted by:</b>	Clare B Mooney
<b>Submission Theme(s):</b>	Chapter 5 Movement Strategy, Chapter 11 Development Management and Zoning, Ashbourne Written Statement
<b>Summary of Submission:</b>	
This observation relates primarily to Ashbourne and makes the following recommendations:	
1. The submission requests that Masterplan 1 as identified under ASH OBJ 2 incorporate a primary distributor road, with pedestrian and cycle paths, to be extended to the	

boundary of the lands at Killegland Farm, which adjoin the lands covered by ASH OBJ 2, to allow for possible future development.

2. Reserve lands at Killegland for rail line, station and associated infrastructure which were previously shown in the 2001 Meath CDP to have a rail route traversing them.
3. The sale of Killegland Farm and consequent development will allow for the more desirable compact, rather than linear development of Ashbourne Town.

#### **Chief Executive's Response**

1. Meath County Council note the comments made in relation to Masterplan 1 and supports the provision of a distributor road with pedestrian and cycle paths in MP1 that could meet the longer-term development needs of the area. It is the purpose of masterplans not to allow lands to become land locked and the detail of the provision of a road will be dealt with in detail of the Masterplan process. Therefore, the provision of a primary distributor road, including pedestrian facilities, will be dealt with in the detailed preparation of the Masterplan.
2. Any future rail line, rail station and associated infrastructure for Ashbourne will be the subject of further feasibility studies in conjunction with the NTA. It would be considered premature to reserve these lands for future rail development in the absence of further studies and any commitment in National Capital Programmes.
3. As part of the Core Strategy of the Development Plan, an evidence-based approach to land use zoning for residential use is taken with greater weight to be given to projected population, sequential tests and the availability of services. The subject lands will be assessed on these considerations.

#### **Chief Executive's Recommendation**

No Change is recommended.

<b>Submission No.:</b>	MH-C5-99
<b>Submitted by:</b>	Michael McKenna
<b>Submission Theme(s):</b>	Chapter 4 – Economic and Employment Strategy, Chapter 11 – Development Management Standards and Land Use Zoning Objectives
<b>Summary of Submissions:</b>	
This submission requests that the lands at Racehill, Ashbourne, which are zoned as “E2 General Enterprise and Employment” are reconsidered as they are too close to the residential units. It is considered that there is not enough green space surrounding the residential units and this needs to be extended, the noise levels in the area need to be reduced, there is the potential for overshadowing and that the water runoff should be attenuated on any new buildings in the area so as to avoid the local stream reaching capacity.	
<b>Chief Executive's Response</b>	
Ashbourne Business Park will continue to have an important role in the provision of employment in the town as there is capacity for additional employment uses on undeveloped lands within the	

Park. These lands shall provide for light industrial and industrial office type development in a high quality campus environment. Hours of operation, public lighting design and surface water management for individual businesses will be assessed as part of any planning application within these lands to ensure that any new proposals do not have an undue impact on adjoining residential amenity from the viewpoint of noise, light pollution and surface water run-off. An F1 Open Space buffer zone is also proposed between the residential developments to the south and the E2 zoned lands to the north which along with landscaping proposals to be included with any new development proposals would soften visual impact and mitigate noise and light pollution impacts on adjoining residential properties.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.(s):</b>	MH-C5-114
<b>Submission by:</b>	Alison McKenna
<b>Submission Theme(s):</b>	Multiple Chapters and Volume 2 Ashbourne
<b>Summary of Submission:</b>	
<ol style="list-style-type: none"> <li>1. This submission refers to the proposed development of lands at Race Hill Lane, Ashbourne and strongly objects to the size and scale /density of the proposed business/ industrial site in relation to its close proximity to the residential area.</li> <li>2. It is submitted that a substantial buffer zone of evergreen trees needs to be in place between the proposed business development site and the adjoining residential area.</li> <li>3. Noise pollution is also raised as a current issue with residents.</li> <li>4. The submission raises concern with regard to the quantity of land zoned for business/industrial development, and poses the following questions: <ul style="list-style-type: none"> <li>• why do we not conserve as much land as possible to protect our environment and landscape?</li> <li>• Why would we choose to destroy rather than conserve our natural environment? Nature conservation must be our priority.</li> <li>• Potential water runoff from the new developments could increase the risk of flooding in our area. How do you propose to mitigate the impact of these extra volumes of rainwater?</li> </ul> </li> <li>5. The importance of greenspace allocation is also highlighted, and the submission refers to Greenspace Report for Ashbourne which is also included as part of the submission. This report prepared by Future Analytics was previously submitted by Ashbourne Play space Network as a submission during the pre-draft consultation stage. It highlights the requirement for a new freely accessible public park 20-25 ha in area to serve the town of Ashbourne.</li> <li>6. The submission urges the Council to make the correct choices for health, wellbeing and for the environment of the town.</li> </ol>	
<b>Chief Executive's Response</b>	
<p>Items 1 to 4.</p> <p>Ashbourne Business Park will continue to have an important role in the provision of employment in the town as there is capacity for additional employment uses on undeveloped lands within the Park. These lands will provide for light industrial and industrial office type development in a high quality campus environment. Hours of operation and surface water management for individual businesses will be assessed as part of any planning application within these lands to ensure that</p>	

any new proposals do not have an undue impact on adjoining residential amenity from the viewpoint of noise and surface water run-off. An F1 Open Space buffer zone is also proposed between the residential developments to the south and the E2 zoned lands to the north. The landscaping of the lands and impact of any development on the ecology of the area will be assessed as part of the Development Management process for any planning application.

5. With respect to the issue of open space (pt. no. 5 above) please refer to the CE's Response to the grouped themed submissions in Section 3 of this report which relate to the provision of a public park in Ashbourne.

6. Issues raised in relation to item no 6 is noted and is constant consideration for the Council.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-130
<b>Submitted by:</b>	Ciaran Buckley
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy
<b>Summary of Submission:</b>	
<p>This submission provides a description of the proposed development of the Ballybin forest in Ashbourne for public access over the period between 2020 and 2026, within the context of the linear park envisaged by the Ashbourne Development Plan.</p> <p>The Ballybin forest is a fifteen-acre hardwood forest located off the Ballybin Road near Ashbourne in County Meath. The forest is the property of Ciaran Buckley.</p> <p>Currently the forest is used by the scouts, cub scouts and ventures in Ashbourne and Ratoath, for day camps and overnight camps; and other outdoor-focused community groups. It is also used by the guests of Duffys of Ballybin Self-Catering Accommodation, as a tourist amenity.</p> <p>The first objective is to develop the forest under the Neighbourwoods scheme, to develop walking paths for the public. This would require the development of a car park for visitors who drive to the forest, as well as a safe walking route from Ashbourne to the forest. This would require a short extension of the current walking paths along the Ballybin road.</p> <p>The second objective is to extend the walking path through wetland and then along the Broadmeadow River, across farm land that is either owned or leased by Ciaran Buckley.</p> <p>The project would be supported by private investment; the Neighbourwoods scheme, which is run by the Department of Food, Agriculture and the Marine; and Meath Partnership</p>	
<b>Chief Executive's Response</b>	
<p>In accordance with Section 4.28.5 Walking and Cycling Routes and ED POL 58 it is the policy of the Council <i>'To support developments which will enable and encourage countryside recreation and an increased appreciation of the natural environment, through facilitating the development of community walks, off road trails / rural trail developments, parks and other outdoor amenities and recreational infrastructure. All proposals will require screening to determine if a full Appropriate Assessment of the likely significant effects on Natura 2000 sites, is required'</i>. The development of Ballybin Forest for walks/trails along with associated car parking facilities would be supported by the Council,</p>	



subject to the necessary planning consents. The forest is located outside of the Ashbourne development boundary and therefore it is not considered appropriate to include an objective in the Ashbourne Written Statement referring to same.

#### **Chief Executive's Recommendation**

No change recommended

<b>Submission No.:</b>	MH-C5-144
<b>Submitted by:</b>	The Hawthorns Residents Committee
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy, Chapter 5 Movement
<b>Summary of Submission:</b>	
<ol style="list-style-type: none"> <li>1. This submission states that Ashbourne, like other towns in south County Meath, has grown very dramatically since the 1990s but without any coherent town planning or supporting services and infrastructure.</li> <li>2. There is an incline on the footpath beside the large gate into the Hunter's Court complex (a fairly new development) which is dangerous for people in wheelchairs as the incline is too steep. Proper supervision of the development would have prevented this problem which is now left to the Council to fix.</li> <li>3. Planning for school places at primary and secondary level is essential. It should not be necessary to put up a new primary school at short notice as in 2019, which brings the number of primary schools to 6 not 5 as in volume 2.</li> <li>4. There is an area close to the Ballybin Road and Ashbourne Donaghmore GAA and the nearby schools that is currently zoned industrial and this should be changed to allow for expansion of the GAA club and or the schools playing areas in the future.</li> <li>5. Killegland Street as it was built does not resemble the original plans and why is this street not connected to Frederick Street and why was it not designed to be pedestrian only?</li> </ol>	
<b>Chief Executive's Response</b>	
<ol style="list-style-type: none"> <li>1. It is recognised that additional community and recreational facilities are required in Ashbourne. In this regard, the Council is progressing the development of a Linear Park as part of the provision of green infrastructure in the town. A Public Realm Strategy setting out potential improvements to the town centre that would improve connectivity and create a more attractive urban environment in the centre of the town has also been prepared. It is also an objective of the Plan to improve community and recreational infrastructure by identifying suitable lands for the development of a town park at regional scale that will provide a focal point for social and recreational amenities. (Refer to Chapter 7 Community Building). The Plan also seeks to promote more sustainable modes of transport by identifying a suitable location for a Park and Ride facility, improve walking and cycling facilities in the town by supporting the delivery of the infrastructure projects on the Milltown Road and Main Street that received funding under the Urban Regeneration and Development Fund and the potential to explore the feasibility of a rail connection to Dublin by means of a spur serving Ashbourne and Ratoath from the Navan-Dublin line.</li> </ol>	

2. The Council are committed to improving the footpaths and pedestrian facilities in the town. Any issues in relation to dangerous pedestrian surfaces should be notified to the Council separately and will be referred to the relevant Local Area Engineer for site inspection. Such issues are not considered to be an item to be addressed as part of the Development Plan process.
3. ASH OBJ 9 seeks to facilitate the provision of a new primary school in association with the Department of Education on suitably located lands. The Council have consulted in detail with the Department of Education prior to the preparation of the Draft Plan regarding the future school requirements in Ashbourne. The Council are satisfied that there are sufficient zoned lands to accommodate the education requirements for Ashbourne during the lifetime of this Plan.
4. In recognition of the demand for additional areas of active open space c.6.2 hectares of lands have been identified for open space uses adjacent to Donaghmore/Ashbourne GAA club (ASH OBJ 20). The quantum of open space provided is considered sufficient at this location.
5. The Ashbourne Public Realm Plan 2018 provides proposals for 2 connections between Frederick and Killeland Streets. It is an objective of the Draft Plan (ASH OBJ 8) to provide a new walk/cycle link between both streets in partnership with the relevant stakeholders.

#### **Chief Executive's Recommendation**

No change recommended

<b>Submission No.:</b>	MH-C5-145
<b>Submitted by:</b>	The Hawthorns Residents Committee
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy, Chapter 5 Movement
<b>Summary of Submission:</b>	
This submission relates to Green areas in Ashbourne, sports facilities, recycling facilities, transport	
<b>Community</b>	
<ol style="list-style-type: none"> <li>1. While the Linear Park is very welcome Ashbourne is very lacking in green public spaces, there is probably a need for as much as 20-25 hectares of such spaces.</li> <li>2. Multi-purpose sports facilities with adequate clubhouse spaces for a range of clubs are required, these could be shared facilities.</li> <li>3. There is an area close to the Ballybin Road and Ashbourne Donaghmore GAA and the education campus that is currently zoned industrial and this should be changed to allow for expansion of the GAA club or the schools playing areas in the future</li> <li>4. As Ashbourne is the second largest town in Co Meath, it should have a recycling facility reasonably close by.</li> </ol>	
<b>Transport</b>	
<ol style="list-style-type: none"> <li>1. Park and ride facilities located both north and south of the town are essential to encourage people out of their cars. Park and ride along with enforcement of the parking regulations would greatly improve the quality of the local environment especially for less</li> </ol>	

- able bodied people and parents with buggies.
2. Reliable public transport is essential in order to encourage people to use it.

### **Chief Executive's Response**

#### **Community**

1. It is recognised that additional community and recreational facilities are required. In this regard the Council is progressing the development of a Linear Park as part of the provision of green infrastructure in the town. A Public Realm Strategy setting out potential improvements to the town centre that would improve connectivity and create a more attractive urban environment in the centre of the town has also been prepared. It is also an objective of the Plan to improve community and recreational infrastructure by identifying suitable lands for the development of a town park at regional scale that will provide a focal point for social and recreational amenities. (Refer to Chapter 7 Community Building).
2. In accordance with ASH OBJ 20 the Council are committed to supporting and facilitating the development of additional sporting facilities in the town.
3. ASH OBJ 9 seeks to facilitate the provision of a new primary school in association with the Department of Education on suitably located lands. The Council have consulted in detail with the Department of Education prior to the preparation of the Draft Plan regarding the future school requirements in Ashbourne. The Council are satisfied that there are sufficient zoned lands to accommodate the education requirements for Ashbourne during the lifetime of this Plan. In recognition of the demand for additional areas of active open space c.6.2 hectares of lands have been identified for open space uses adjacent to Donaghmore/Ashbourne GAA club (ASH OBJ 20). The quantum of open space provided is considered sufficient at this location.
4. The extent and location of civic amenity facilities is assessed on an ongoing basis in line with existing and expected facility improvements as set out in the Capital Investment Plan. This project is not included within this programme. The provision of a Civic Amenity / Recycling Centre for Ashbourne was raised on a number of occasions and most recently during consideration of the Council's 5 year Capital programme. As advised in the course of such discussions the estimated cost of providing such a facility, and excluding site acquisition and operating costs, would be in the region of €2m however no provision has been made in the said programme for this facility and nor is any departmental funding available. It is understood that in addition to the use of the Bottle Bank in Ashbourne many local residents use the 4 Civic Amenity Sites in the County (one private) as well as five such facilities located in the neighbouring Counties of Louth and Fingal .

#### **Transport**

1. The Plan also seeks to promote more sustainable modes of transport by identifying a suitable location for a Park and Ride facility, improve walking and cycling facilities in the town by supporting the delivery of the infrastructure projects on the Milltown Road and Main Street that received funding under the Urban Regeneration and Development Fund and the potential to explore the feasibility of a rail connection to Dublin by means of a spur serving Ashbourne and Ratoath from the Navan-Dublin line.
2. The Council is strongly committed to the promotion of sustainable means of travel,

including public bus services and the encouragement of modal change from private car to such sustainable means of travel. However, the Council is not directly responsible for public transport provision. The Department of Transport and the NTA are the principal agents for delivery of transport policy and development in the Greater Dublin Area. Whilst the Council does not have a direct role in the provision of public transport services, it is actively promoting and facilitating the improvement of both bus and rail services both within and from Co. Meath and is committed to working in conjunction with all transport providers and stakeholders in terms of the delivery of a reliable, accessible and integrated transport network that supports the effect functioning of the county. The Draft Plan also includes a long-term policy to introduce a rail link spur to Ashbourne.

#### **Chief Executive's Recommendation**

No change recommended

<b>Submission No.:</b>	MH-C5-164
<b>Submitted by:</b>	Corr & Associates Spatial Planning on behalf of Owen Sullivan (Chairman - Ashbourne United Association Football Club)
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission relates to the 6.7ha of lands located at Archerstown road, Milltown, Ashbourne, and it is stated that to have this section of the Ashbourne Utd lands rezoned from F1 Open Space to New Residential (A2) for the provision of residential development would greatly facilitate the club in delivering the remainder of the Masterplan lands which in turn will provide a Centre of Sporting Excellence within Ashbourne and a magnificent recreational facility to serve the local community.</p> <p>The submission states that as a result, significant pressure is being placed on existing facilities available within the club. It is now essential to develop the entire 15.5-acre site at Milltown, Ashbourne in order to continue serving the Local community as effectively as possible. As such, Ashbourne United A.F.C. have prepared a masterplan for the site to ensure the best use of land available (Refer to Appendix A for details which demonstrates the proposed utilisation of the remaining lands). It is proposed that the remaining lands can incorporate the addition of small sided games area, full size pitch, clubhouse facilities and all-weather surfaces.</p> <p>During the preparation of this masterplan, an area of land was identified which will be disconnected from the overall facility and which is considered to be more suitable for inclusion in the adjoining residential area to the east, Archerstown Wood estate. The submission states that to have this section of the Ashbourne Utd lands rezoned to New Residential (A2) for the provision of residential development would greatly facilitate the club in acquiring the required funding to develop the remainder of the masterplan lands which is turn will provide a Centre of Sporting Excellence within Ashbourne and a magnificent recreational facility to serve the local community.</p> <p>In addition, to have this section of the Ashbourne Utd lands rezoned to New Residential (A2)</p>	

would promote the appropriate consolidation of residential development within the existing settlement of Archerstown Wood, Ashbourne, which is well serviced and highly accessible, creating a compact urban form in accordance with the proper planning and sustainable development of the area.

The submission states that the rezoning of the subject site at Ashbourne Utd A. F. C would represent a minor addition (0.385 Ha) to this quantum of land (33.47 ha) within Ashbourne in a well serviced, highly accessible and consolidated urban area.

#### **Chief Executive's Response**

The Strategic Flood Risk Assessment carried out as part of the Draft Plan identified these lands as being susceptible to flooding and therefore recommended that they are zoned for water compatible uses. Based on this recommendation these lands were zoned as 'Open Space'. Taking this into account these lands are not appropriate for the development of housing. The F1 Open Space zoned lands at this location will form an important element in the provision of public open space serving both future and existing residents of Ashbourne. In relation to Ashbourne it is considered that a sufficient quantum of land has been zoned in the Draft Plan to accommodate the allocated population growth during the period of the Draft Plan.

#### **Chief Executive's Recommendation**

No change recommended

<b>Submission No.:</b>	MH-C5-167
<b>Submitted by:</b>	Cllr Conor Tormey
<b>Submission Theme(s):</b>	Chp 5 Movement Strategy
<b>Summary of Submission:</b>	
<p>This submission is made on behalf of Noreen King and Declan Gannon who have land within the northern portion of the MP 2 lands in Ashbourne. It is requested that the exceptional circumstances which apply to the N2 at Rath Roundabout to the junction of Curragha road should extend as far as the northern end of the development boundary of Ashbourne to encompass the access to the lands zoned E1- General Enterprise and Employment. It is therefore requested that access be permitted onto the N2 at the northern end of the E1 zoned lands to allow the above party to develop their lands and create further employment.</p>	
<b>Chief Executive's Response</b>	
<p>The Chief Executive has reviewed the request submitted in respect of the northern portion of the MP 2 lands in Ashbourne. It is noted that the proposed lands are outside of the 60kph limit and are therefore unsuitable for private access unless considered as an 'Exceptional Circumstance'. This is guided by the Spatial Planning &amp; National Roads (Guidelines for planning Authorities) restricts access points onto national routes.</p> <p>Having assessed this location, it is not considered appropriate for the landowner to be provided with a separate individual private access as such access would be likely to create a traffic hazard and would subsequently create a dangerous precedence for the development of further access points posing traffic hazard risks. It is considered that this access point would be contrary to the Spatial Planning &amp; National Roads Guidance and therefore, no change is recommended in this regard.</p>	
<b>Chief Executive's Recommendation</b>	
No Change Recommended	

<b>Submission No.:</b>	MH-C5-213
<b>Submitted by:</b>	Seamus Mullen
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission relates to c. 1.2 acres of lands owed by Seamus Mullen and Ashbourne United Football Club located in Ashbourne. The lands are currently zoned for F1 Open Space and an A2 New Residential zoning is requested.</p> <p>The lands represent lands which are “left over” following residential development in recent years in the general area. The coming together of the two landowners presents the opportunity to combine the existing landholdings to provide much needed housing and improved community facilities.</p> <p>The proposal to develop the lands for residential development arises from an agreement reached between the two landowners which will result in significant planning gain through the ability of Ashbourne United Athletic Football Club to provide significantly improved facilities and services for its members and the community more widely.</p> <p>A review of the zoning objectives map (which accords broadly with the current OPW flood mapping) indicates that <u>some</u> of the lands <u>may</u> be subject to flooding. It is noted that new flood risk mapping is awaited from the Office of Public Works and flood defence works are currently underway in Ashbourne by the OPW. It is the view of the land owners that a site specific study (a preliminary version of which has already been carried out) will show that the lands are not, in fact, prone to flooding.</p> <p>The submission states that the subject site is relatively small being approximately 1.2 acres and same will not have any significant impact on overall population figures and that the lands are located well within the built-up area of Ashbourne close to the town centre and all necessary amenities, are fully serviced and as such their future development complies with the proper planning and sustainable development of the area.</p>	
<b>Chief Executive's Response</b>	
Same lands and rezoning request as MH-C5-164.	
<b>Chief Executive's Recommendation</b>	
No change recommended	

<b>Submission No.(s):</b>	MH-C5-287
<b>Submission by:</b>	Ken Woods on behalf of Donaghmore Ashbourne GAA Club
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy and Volume 2 Ashbourne Written Statement.
<b>Summary of Submission:</b>	
<ul style="list-style-type: none"> <li>• This submission outlines the current critical need for additional playing pitches for the club in order for it to accommodate the surge in playing members that it has experienced over the past 12 years.</li> <li>• The club requires an additional 4 full sized pitches for the provision of both Juvenile and Senior team training and playing facilities.</li> <li>• The submission refers to the land (i.e.c.6.2 hectares in area) which have been identified</li> </ul>	



for open space uses adjacent to the club. It is stated that this tract of land is the only adjoining land to the existing pitches.

- The club is prepared to contribute to the cost of this development and wishes also to develop some of this space as a full size 'all weather pitch', which could be used as a Multi-Purpose Pitch / surface.
- There are more than enough residential land currently zoned and further residential lands in this area is considered counterproductive to the idea of a community facility / public park.

#### **Chief Executive's Response**

The Council recognises the important role played by Donaghmore Ashbourne GAA Club in the town of Ashbourne. The growth and development of the club is noted and commended, and the Draft Plan fully supports the development of community and leisure facilities and recognises its important role when forming sustainable communities.

In recognition of the demand for additional areas of active open space c 6.2 ha of lands are identified for open space uses in the Draft Plan adjacent to the GAA club. These lands could potentially allow for the future expansion of the club should it arise over the lifetime of the development plan and accommodate the stated uses specified in the submission. The clubs interest in these lands is noted, however the acquisition of lands is also outside the strategic land use function of the County Development Plan. This issue can be explored further at a local level through the Community Section of the Council or at Municipal District level and shall be considered further through the development of a Local Area Plan for the area.

With regard to the level of residential zoning and the issue of a public park please refer to Part 3 of the Report which relates to the grouped themed submissions, namely grouped submission no. 2 Ashbourne Public Park.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-341
<b>Submitted by:</b>	Armstrong Fenton Planning & Development Consultants on behalf of C & P Giltinane
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
This submission requests that 2.78 ha of lands in the townland of Killegland be rezoned from the current proposed zoning objective of 'RA-Rural Area' to 'A2-New Residential'.	
The submission states that the subject lands should be zoned for A2- New Residential' for the following reasons:	
<ul style="list-style-type: none"> <li>• Future residential development of these lands will be consistent with nearby residential developments, i.e. Churchfields, so as to utilise the land in a most efficient and sustainable manner.</li> <li>• The presence of adequate infrastructural services for the subject lands, such as roads / access and drainage with adequate capacity for future development.</li> </ul>	

- The subject lands are directly adjacent to lands zoned for and developed for existing residential use; therefore, the designation of these lands for residential development will be in line with the proper planning and sustainable development of the area and will consolidate the overall area in Killelland / West Ashbourne.
- The re-zoning of the subject lands to 'A2-New Residential' development, and subject to the granting of planning permission for residential development on said lands, would introduce permeability to both the south-western section of Ashbourne and to the north to the Ballybin Road.
- Future development of these lands for residential use will not negatively impact on the character of the area and would create a compact urban form

#### **Chief Executive's Response**

The zoning of lands for residential purposes adjoining the M2 Motorway would be considered a non-compatible use owing to potential noise impacts from the motorway. Additional zoning of the scale proposed at this location would also militate against the objective to achieve a compact urban settlement, would be contrary to the sequential approach and to principles of sustainable development. There are other residential zoned sites in closer proximity to the town centre which are considered sequentially more preferable during the current plan period. There is sufficient land zoned for residential use within the proposed Development Plan boundary to accommodate the projected population increase over the lifetime of the Plan.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-353
<b>Submitted by:</b>	Fitzsimons Doyle & Associates on behalf of Planning Consultants to Mrs. Mary Harty
<b>Submission Theme(s):</b>	Land Use Zoning – Ashbourne
<b>Summary of Submission:</b>	
<p>This submission refers to lands on the Trim Road, Baltrasna, Ashbourne and states that these lands were zoned for future residential development in the current Plan however the Draft Plan has removed this zoning and the lands are zoned "RA Rural Area".</p> <p>MCC granted planning permission for a house on the front field section of the zoned lands Planning Reference RA180207 which has shown the Council's approval for the zoned lands to be used for residential purposes. There is extensive residential development to the North, South, East and West of these lands and as such, they could and should be on considered as infill lands for residential development of the town of Ashbourne. They are within a 3 kilometre walk/drive of the town centre.</p> <p>The development of these lands is a natural progression of the development of the town centre of Ashbourne. The singular family unit proposed by the residential zoning of the lands will have no impact on the infrastructure facilities of the Ashbourne town centre and indeed it will comply with the Government policy for the maximum use of infrastructure and development of town centre lands.</p>	
<b>Chief Executive's Response</b>	
The lands are not contiguous to the urban built up area of Ashbourne and would result in a linear	

form of development on the approach to the town. It will be a priority of the Land Use Strategy for Ashbourne to consolidate development in the centre of the town and improving connectivity and permeability between new residential developments and the town centre. The growth of Ashbourne will continue to be based around the principles of compact, sustainable neighbourhoods. Additional zoning at this location would militate against the objective to achieve a compact urban settlement, would be contrary to the sequential approach and would be contrary to principles of sustainable development and result in urban sprawl at this location.

#### **Chief Executive's Recommendation**

No change recommended

<b>Submission No.:</b>	MH-C5-359
<b>Submitted by:</b>	Hughes Planning and Development Consultants on behalf of Pargo Properties One Ltd
<b>Submission Theme(s):</b>	Land Use Zoning – Ashbourne
<b>Summary of Submission:</b>	
<p>This submission is made in respect of Ashbourne Retail Park which is zoned Objective B2 –‘Retail Park’ and requests the following;</p> <ul style="list-style-type: none"> <li>• that the land uses in the zoning matrix for ‘B2’ zoned lands remain consistent with the zoning matrix issued under the Meath Development Plan 2013-2019.</li> <li>• seek more varied uses within the ‘B2 – Retail Warehousing’ zoning objective to allow for the occupation of vacant units in the Ashbourne Retail Park.</li> </ul> <p>The submission states that the retail park is capable of providing several hundred jobs in Ashbourne however it has struggled to attract tenants who are willing to occupy the units due to the lack of clarity and limitations of the current zoning objectives, or vendors who are willing to take a risk by occupying a retail park which has such a high vacancy rate.</p> <p>It is noted that a lack of consistency in the zoning matrix provided in the Meath County Development Plan 2013-2019 and the Ashbourne LAP 2009-2015, with the latter providing a much more limited zoning matrix.</p> <p>It is submitted that current restrictions of the development plan are preventing the revitalisation of vacant retail units within the retail park. It is considered that a wider range of permitted land uses within the Retail Park would benefit the retail park as well as the town of Ashbourne by providing jobs to residents and choice to shoppers, thereby reducing the number of people leaving Ashbourne for employment and shopping on a weekly basis.</p> <p>The current zoning objectives under the LAP, limit the type of retailer who can operate in the retail park. There is also a lack of clarity about what constitutes a suitable land use for these lands which is evident by the granting of permission for a supermarket in Drogheda Retail Park and the refusal for a supermarket in Ashbourne Retail Park.</p> <p><b>Additional Land Uses</b></p> <p>It is requested that the Planning Authority re-consider the Permitted Uses and Open for Consideration Uses within the ‘B2–Retail Warehousing’ zoning objective in order to provide clarity and diversity of land uses permitted within the ‘B2’ zoned lands. It is submitted that the proposed zoning matrix should be expanded to include additional land uses, providing specific guidance on what is permitted and what is not (See Table 3.0).It is essential that prospective</p>	

occupants of the retail park units have clarity on whether or not their business is compatible with planning guidelines and zoning objectives

Permitted in principle (proposed additional) - catalogue retail, warehouse, children's play equipment and toy sales, discount clothing sales, discount food store, frozen food sales, golf equipment sales, sports and camping equipment sales, retail warehouse club, restaurant/café kiosk.

#### **Chief Executive's Response**

The land use zoning for the Retail Warehouse Park is reflective of the uses on site which is for the sale of bulky warehouse goods. Any change in the zoning to allow for the sale of non-bulky items or convenience type goods could potentially have a detrimental impact on the town centre, given the distance of the site from the centre of the town. Retail Parks are only granted on the basis that bulking goods only will be sold at such locations. It is for this reason that clarity has to be provided in the Plan with regard to the type of uses acceptable on such edge of centre sites.

The primary objective of the Draft Plan is to facilitate retail development in town centres where it will contribute to the vitality and viability of the town centre. While it is noted that Ashbourne Retail Park has a high vacancy rate, it would not be in the interest of the proper planning and sustainable development of the area to permit additional uses which could displace retail businesses from the town centre where there are sufficient zoned lands for retail development and where there is also a high vacancy rate.

The permitted and open for consideration uses for B2 zoned lands contained in the Draft Plan are typical of any Development Plan and the Council have been flexible as far as practical with any previous planning applications and will also do so in the future. It is not considered appropriate to amend the zoning matrix to facilitate one Retail Park as the same rules would apply to all Retail Parks in County Meath.

#### **Chief Executive's Recommendation**

No change recommended

<b>Submission No.:</b>	MH-C5-384
<b>Submitted by:</b>	Declan Brassil & Company on behalf of The Adroit Company
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission refers to 19.9ha of lands at Milltown, Ashbourne. The lands are zoned A2 (Phase 1), A1 and RA. The A2 zoned lands is subject to Objective MP1 that requires the preparation of a masterplan identifying a site for a primary school, and lands for recreational uses including playing fields, integrated within the new residential community.</p> <p>This submission requests 2 additional sections of land adjoining the A2 zoning are also zoned for A2 and G1 purposes (from RA). The submission states that the exclusion of the 2 sections of land creates four internal corners within the development site that are not optimum in terms of architecture, urban design, street network and water services.</p> <p>It is requested that this area is designated as Objective A2 and that the MP1 Masterplan boundary is extended to include that area.</p>	

It is submitted that the proposed additional 2ha A2 area does not have any material impact on the Core Strategy of the Plan, and that the MP1 objective requires that areas of the currently zoned A2 area comparable to or in excess of the 2ha will be dedicated to a primary school site, if required, and to the playing fields requirement

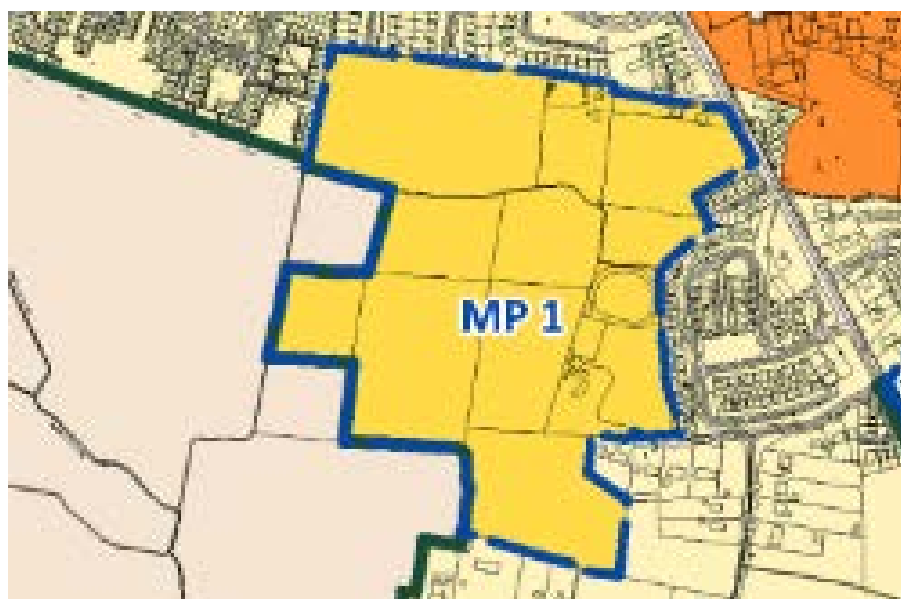
The submission requests that the Objective A2 zoning and Phase 1 designation relating to the overall landholding is retained in the adopted Plan.

#### **Chief Executive's Response**

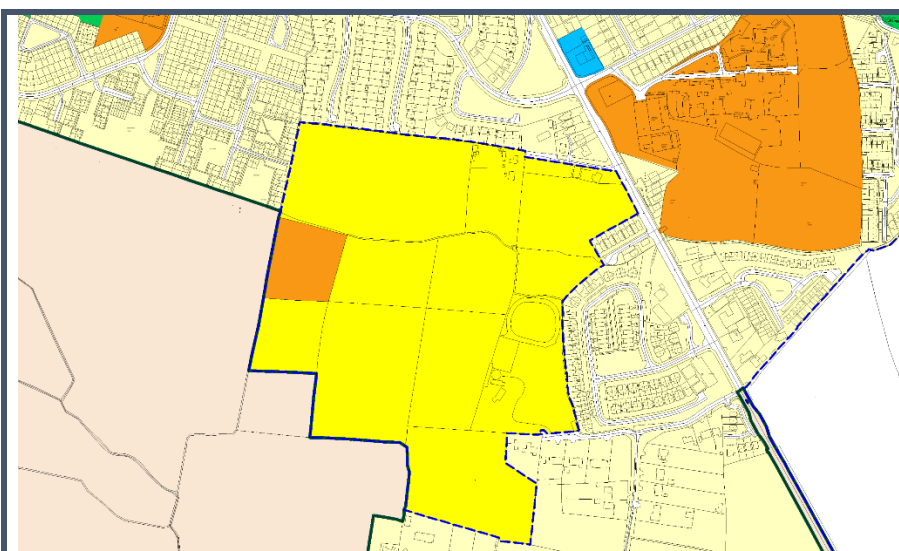
The lands the subject of this submission are located within MP1 and there will be a requirement to prepare as Masterplan prior to any planning application being made on these lands. In relation to Ashbourne, it is considered that a sufficient quantum of land has been zoned in the Draft Plan to accommodate the allocated population growth during the period of the Draft Plan. As such, it is not considered appropriate to zone these lands for additional residential development. However, owing to the quantum of residential development within the MP1 lands it is considered that a G1 Community Infrastructure zoning would be appropriate for the infill portion of lands and provide for supporting community facilities for the A2 New Residential zoning at this location. A G1 zoning would also provide for a solution to any urban design issues which the layout of the lands may have imposed. This portion of land is located centrally within the overall A2 zoned lands and is considered the optimal location for supporting community facilities.

#### **Chief Executive's Recommendation**

It is recommended that the central portion of lands is rezoned from R/A Rural Area to G1 Community Infrastructures to provide for supporting community facilities for the MP1 residential zoned lands.



Draft Plan Zoning Objectives Map



Proposed amended Land Use Zoning Map

<b>Submission No.(s):</b>	MH-C5-390
<b>Submission by:</b>	Claire McGrane
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy
<b>Summary of Submission:</b>	
<ul style="list-style-type: none"> <li>• This submission refers to the level of public play space and recreation space in Co. Meath and in Ashbourne in particular.</li> <li>• Reference is made to research which was carried out which found that Meath has consistently ranked bottom in comparison to other Counties with regard to the availability of public playgrounds, MUGAs (multi-use games area), and skate-parks.</li> <li>• It is submitted that Meath has the very lowest number of publicly funded playgrounds per child population and that Ashbourne fares particularly poor in this regard with one publicly funded playground to serve all the children in the town.</li> <li>• While the recently renovated playground at Castle Street is very welcomed it is submitted that the lengthy delays that ensued and the significant over-spend (i.e. total cost was over €1.1 million) were of concern and have had negative consequences for the town (i.e. the development of the remaining 6 zones of the Linear Park has now been suspended due to lack of funds).</li> <li>• Serious concerns are expressed over the removal of the skate-park from the final design of the linear park due to budget restraints. It is claimed that subsequently the young people of Ashbourne, have once again been left without age-appropriate outdoor play areas.</li> <li>• In summary, it is stated that the children and young people of Ashbourne require age-appropriate public playgrounds and play areas. This submission calls on the Council to review its Play Policy as a matter of urgency and to prioritise the development of outdoor public play and recreation space for children and young people in Ashbourne.</li> </ul>	
<b>Chief Executive's Response</b>	
<p>Please refer to Part 3 of Report which relates to Grouped Themed Submissions, specifically grouped themed submissions no. 2 and no.3, namely Ashbourne Public Park and Ashbourne Greenspace.</p> <p>Updating the Council's play policy is outside the scope of the County Development Plan.</p>	



**Chief Executive's Recommendation**

No change recommended.

**Submission No.(s):**

MH-C5-407

**Submission by:**

Aisling O' Neill

**Submission Theme(s):**

Chapter 7 Community Building Strategy

**Summary of Submission:**

- This submission refers to 2 no. issues relating to the provision of Open Space in Ashbourne.
  1. The submission highlights the need for a public park of adequate size and claims that the area provided in the Draft Plan is insufficient in this regard.
  2. The submission also requests that the area of open space in Millbourne Estate be rezoned as F1 open space. Reference is made to previous permissions for residential development on the parcel of lands which were refused by ABP. It is submitted that if residential development is permitted as per the current planning application, the density will be twice the recommended 35 units/ha. It is also stated that children of the estate are also forced to play on streets, which creates an unsafe environment as there is no open space provided within short distance from their homes, where children can play supervised. Reference is also made to the potential for flooding should residential development proceed on the subject lands.

**Chief Executive's Response**

Please refer to Part 3 of Report which relates to Grouped Themed Submissions, specifically grouped themed submissions no. 2, 3 and 4 namely Ashbourne Public Park and Ashbourne Greenspace, lands at Millbourne Housing Estate.

Updating the Council's play policy is outside the scope of the County Development Plan.

**Chief Executive's Recommendation**

Please refer to group themed submissions outlined in Part 3 of report.

**Submission No.:**

MH-C5-411

**Submitted by:**

Hendrik W van der Kamp Town Planner  
on behalf of Martin Hoste Family

**Submission Theme(s):**

Land Use Zoning - Ashbourne

**Summary of Submission:**

This submission relates to lands located to the south of Ashbourne. The submission seeks to change the zoning objective from: "Future land use of these lands is to be agreed as part of the Master Plan" to: "A2 – New Residential".

The subject lands have been zoned for development but subject to the preparation of a Master Plan. The subject lands are designated as Master Plan 3.

The submission addresses 4 reasons why the current zoning objective for the lands is not appropriate or in the interest of proper planning and development of the area. These reasons are summarised as follows:

1. **The zoning objective is defective** - It is respectfully submitted that the zoning objective in the current draft development plan does not meet this statutory requirement as no particular purposes are defined in the objective because the preparation and ultimate adoption of the Master Plan falls outside the statutory planning process, there will be no opportunity for my client or anybody else to make observations that must be taken into account in accordance with the relevant procedures for local area plans and county development plans. The zoning objective fails to meet the minimum standard as set out in the Planning Legislation and the Planning Authority's inclusion of this zoning objective is therefore '*ultra vires*'.
2. **An analysis of the need for a park of the proposed scale is lacking** – The Plan fails to provide evidence in the form of demand analysis for the provision of a Town Park of a regional scale and fails to make clear why other similar towns in the settlement hierarchy such as Trim or Kells do not require such a regional scale park.
3. **The size of the public park is excessive** – The Linear Park will provide a similar scale public park facility as the Town Park with added benefits of biodiversity gain and closer proximity to all parts of the town by reason of its linear shape.
4. **A zoning objective for new residential development is more appropriate** - It is submitted that the objectives of the development should be achieved by zoning the lands for A2 – New Residential similar to the Masterplan 1 area which would provide for the uses as stated in MP3.

#### Chief Executive's Response

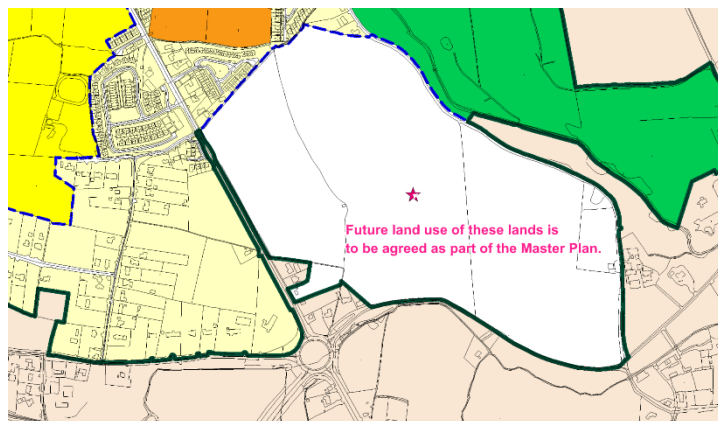
The Chief Executive recognises that the zoning objective in the Draft Plan would not provide an opportunity for the public to have an input into the specific zoning of the subject lands. It is also recognised that the subject lands represent a strategic landbank with ease of access to the M2 and are proximate to the M50, Dublin Airport and Dublin Port. Having regard to the proposed rezoning of a significant quantity of the proposed Strategic Employment Site to the north of the town from E2 to D1 and the development proposals for same, it is considered that a new Strategic Employment Site is required for Ashbourne (see MH-C5-761 relating to the above). While it is noted that the subject lands are recommended for mixed use development and to include a public park to serve the town, the location of the lands with ease of access to the M2 and the airport/port would be appropriate as a new Strategic Employment Site and therefore it is recommended that the lands should be zoned for E1/E2 purposes. The lands are located opposite the residential zoned MP1 lands and the zoning of same for employment development will provide for the creation of a 'live-work community' at this location. The E1/E2 zoning could also extend northwards in future development plans as there is capacity to do so. The development of further economic generating activities in Ashbourne is also key to improving the jobs ratio within the town.

In relation to the provision of a public park, there is a substantial landbank to the west of the subject lands between the M2, R125 and the R135 which is proximate to the town centre and a significant quantum of residential development. This land is considered sequentially preferable as a location for a public park in that it is closer to the town centre than the lands proposed in the Draft Plan at the Ninemilestone roundabout. An objective that a public park will be provided on lands to the southwest of the town should be included within the Ashbourne Written Statement and an appropriate landbank to provide for the provision of this park can be zoned as part of the

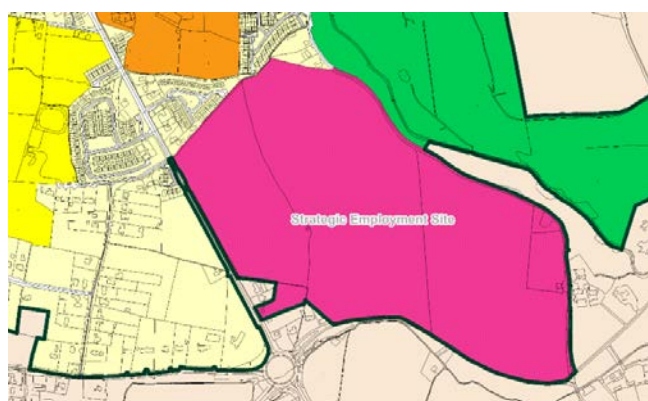
Ashbourne LAP.

### Chief Executive's Recommendation

It is recommended that the subject lands should be rezoned from 'Future land use of these lands to be agreed as part of the Masterplan' to E1/E3 (Strategic Employment Site).



Draft Plan Land Use Zoning



Proposed amended Land Use Zoning Map detailing the E1/E3 Strategic Employment Site zoning

Amend ED OBJ 36 as follows:

ED OBJ 36

To promote the development of the key strategic employment site identified in the Economic Development Strategy for County Meath – employment zoned lands to the north-east of the ~~Rath~~ **Nine Mile** Roundabout in Ashbourne.

Amend Section 4.7.3.1 Ashbourne in relation to the location of the strategic employment site.

Update the location of the Strategic Employment site throughout the Draft Plan as follows:  
~~north of the Rath Roundabout~~ **north-east of the Nine Mile Roundabout**

Amend Section 5.8 of the Ashbourne Written Statement - The future public park, to the south ~~east~~ **west** of the town centre easily accessible for the population which will be advanced during this Plan, will supplement the open spaces in the Linear Park and will provide further facilities and recreational areas for residents.

Amend Section 5.9 - In order to strengthen the community in Ashbourne and to make the town a

more attractive place to live it is an objective of this Plan to ~~prepare a Master Plan for the delivery of~~ **deliver** a public park. This space would be a gathering place for families and various groups and organisations, and would be an important resource in promoting an active and healthy lifestyle. There is an opportunity to deliver this park ~~as part of a mixed use development that would include public amenities, residential, and employment uses on lands to the southwest of the town centre and appropriate lands will be zoned for same as part of the Ashbourne LAP.~~

Amend Section 6 - Master Plan 3 relates to lands on the southern edge of the town with an area of c.46.5ha that have been identified ~~for a mix of uses including a public park, residential, and community uses. A minimum of 15 hectares of these lands shall be used as the public park to~~ **facilitate the provision of high end technology/manufacturing and major campus style office based employment and/or to facilitate logistics, warehousing, distribution, and supply chain management.** As part of the preparation of this Master Plan there will be a requirement to take account of any upgrades required to the R125 to improve the links between Ashbourne and Swords.

Amend ASH OBJ 21 - ~~To prepare a Master Plan on the lands identified 'MP 3' on the Land Use Zoning Map which shall cater for the development of a mixed use community zone including:~~

- i. ~~A public park~~
- ii. ~~Residential development~~
- iii. ~~Employment and Enterprise uses~~

~~The public park shall be landscaped and include paths, walks, and large areas of passive open space. The employment uses shall provide for light industrial and industrial office type employment. The residential lands shall include a suitable mix of house types and shall be designed to ensure passive surveillance of the park. The total quantum of land dedicated to each land use in addition to the location of these uses shall be agreed with the Planning Authority as part of the preparation of the Master Plan.~~ **To facilitate the provision of a public park on proximate lands to the southwest of the town centre with appropriate lands to be zoned as part of the Ashbourne Local Area Plan.**

<b>Submission No.(s):</b>	MH-C5-420
<b>Submission by:</b>	Lee McGuire
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy
<b>Summary of Submission:</b>	
<ul style="list-style-type: none"> <li>• This submission refers to the Linear Park in Ashbourne.</li> <li>• It requests that the whole area that was originally planned for the linear park is completed and made available as a proper town park, with the various amenities originally included in Zone 4 (plans which were published and later removed from the final design).</li> <li>• It is submitted that that the necessary funding is secured and the Linear Park in its totality is completed without further delay.</li> <li>• Reference is also made for the need to provide sufficient open space within housing developments taking into account peoples mental health, places for children, and the environment in general.</li> </ul>	
<b>Chief Executive's Response</b>	
Please refer to Part 3 of Report which relates to Grouped Themed Submissions, specifically grouped themed submissions no. 2 and 3 and 4 namely Ashbourne Public Park and Ashbourne Greenspace, lands at Millbourne Housing Estate.	

Open space is required to be provided in accordance with the standards outlined in Section 4.18 of the Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities (2009). i.e. Minimum of 15% of the total site area. DM POL 8 and DM OBJ 34 refers.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-437
<b>Submitted by:</b>	The Hussey Family
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission relates to lands located to the south of Ashbourne, adjacent to the R135/R125 and M2 junction. The purpose of this submission is to convey the suitability of these lands to compliment and improve the overall planning and development of Ashbourne, subject to further planning applications. The submission considers that the land is suitable to compliment local development in relation to</p> <ul style="list-style-type: none"> <li>• An opportunity to provide land to be available for a Bus Park and Ride Facility</li> <li>• Provide sustainable development of residential housing</li> <li>• Provide for social and affordable housing in the form of Retirement units for Independent living.</li> </ul> <p>The submission states that the Council have stated that in order to reduce dependence on the private car and to make public transport more accessible and attractive to residents there is an opportunity to support the delivery of a Park and Ride facility in the town. Such a facility would have the benefit of easing traffic congestion and encouraging a transition from car dependence to more sustainable forms of public transport. The opportunity exists to consider the lands to be developed in such a way that could include a provision of land for the following;</p> <ul style="list-style-type: none"> <li>• Bus Park &amp; Ride</li> <li>• Pedestrian and Cycle Lanes</li> <li>• Metro and future traffic to the R125, Ashbourne to Swords</li> </ul> <p>The location of the land close to the Ninemile roundabout would allow the existing 103, 105, 109A and 197 buses to be filtered in and out of a park and ride facility within 500mtrs of existing bus stops thus not requiring additional scheduling.</p>	
<b>Chief Executive's Response</b>	
<p>In accordance with Ash OBJ 6 it is an objective of the Council to identify a suitable location for a bus-based park and ride facility in Ashbourne however the Council and the MD have not agreed a strategic location. However, it remains an objective of the Council to identify a suitable location. A specific site for same can be further assessed as part of the Ashbourne LAP process.</p> <p>Regarding the proposal to zone the lands for residential purposes, the lands are not contiguous to the urban built up area of Ashbourne. It will be a priority of the Land Use Strategy for Ashbourne to consolidate development in the centre of the town and the growth of Ashbourne will continue to be based around the principles of compact, sustainable neighbourhoods. Additional zoning at this location would militate against the objective to achieve a compact urban settlement, would</p>	

be contrary to the sequential approach and would be contrary to principles of sustainable development and result in urban sprawl at this location.

A portion of these lands are also located within an identified Flood Zone and therefore are not considered appropriate for zoning for such purposes as proposed.

**Chief Executive's Recommendation**

No change recommended.

<b>Submission No.(s):</b>	MH-C5-439
<b>Submission by:</b>	Lee McGuire
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy and Volume 2 Ashbourne Written Statement.
<b>Summary of Submission:</b>	
<ul style="list-style-type: none"> <li>This submission refers to playareas/green spaces within Churchfields Housing Estate in Ashbourne. It is requested that these areas be rezoned for Open Space to reflect their current use.</li> <li>These areas could be also incorporated into linear park making more green space and playgrounds open to the people of Ashbourne.</li> </ul>	
<b>Chief Executive's Response</b>	
<p>SOC POL 41 and DM POL 41 provides sufficient protection for areas identified as public open space in housings developments.</p> <p>As per SOC POL 41 lands that are the subject of a deed of dedication identified in a grant of permission are maintained free from development to ensure the availability of community and recreational facilities for the residents of the area.</p> <p>Furthermore, DM POL 41 requires that areas dedicated for public open space in a residential development shall be transferred to the ownership of the Council where the development is taken in charge by the Council.</p> <p>The areas of public open space in Churchfields are provided to cater primarily for the recreational needs of the residents of Churchfields. It is not considered appropriate to incorporate them as part of the Linear Park for Ashbourne.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>3. Submission No.:</b>	MH-C5-503
<b>Submitted by:</b>	Stephen Garry
<b>Submission Theme(s):</b>	Written Statement - Ashbourne
<b>Summary of Submission:</b>	
<ol style="list-style-type: none"> <li>Future developments in the area must either contribute actual green space of at least the minimum are required as a proportion of the development, or make a significant financial contribution that will be ring fenced towards the purchase and provision of an acceptable green space for the benefit of the community.</li> </ol>	



2. There are a number of places in the town where the pedestrian path structures are not elderly or wheel chair friendly.
3. There is an urgent need for a coherent management plan for Park and Ride services for people from outside of the town who wish to use public transport.
4. There is no facility for parking of Taxis in the town at present.
5. The road from Bachelors walk towards the new Rugby club site needs to be improved in order to facilitate access to the facility by coaches and other larger vehicles.
6. Support for the N2 upgrade is expressed.
7. In addition, to improve the flow of the traffic at the Pillo area, consideration should be given to upgrading the Ballybin to Ratoath road where it crosses the M2 so that this becomes a full junction.
8. A further significant benefit for the town would be a restriction on HGV traffic on the R135 between the Ballybin junction and Nine Mile stone unless access to premises in the town is required.
9. It is unacceptable that there is still no local waste recycling facility.

#### **Chief Executive's Response**

1. It is recognised that additional community and recreational facilities are required. In this regard the Council is progressing the development of a Linear Park as part of the provision of green infrastructure in the town. It is also an objective of the Plan to improve community and recreational infrastructure by identifying suitable lands for the development of a town park at regional scale that will provide a focal point for social and recreational amenities. (Refer to Chapter 7 Community Building). Public open space requirements within any new housing developments will be assessed in detail as part of the planning application assessment.
2. The Council are committed to improving the footpaths and pedestrian facilities in the town. Any issues in relation to dangerous pedestrian surfaces should be notified to the Council separately and will be referred to the relevant Local Area Engineer for site inspection. Such issues are not considered to be an item to be addressed as part of the Development Plan process.
3. The Plan also seeks to promote more sustainable modes of transport by identifying a suitable location for a Park and Ride facility, improve walking and cycling facilities in the town by supporting the delivery of the infrastructure projects on the Milltown Road and Main Street that received funding under the Urban Regeneration and Development Fund and the potential to explore the feasibility of a rail connection to Dublin by means of a spur serving Ashbourne and Ratoath from the Navan-Dublin line.
4. The requirement for a taxi parking facility within the town will be assessed as part of the LAP and Transport Study process.
5. ASH OBJ 9 and 14 relate to supporting the delivery of walking and cycling enhancements and road upgrades on the Milltown and Baltrasna Roads which link the town centre to the Rugby Club.
6. Support for N2 upgrade is noted.
7. This will be assessed as part of the LAP and Transport Study process.
8. This will be assessed as part of the LAP and Transport Study process.
9. Addressed as per item no. 4 of submission no. MH-C5-145.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-562
<b>Submitted by:</b>	Dolent Properties LP
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission relates to lands located at Hunters Lane in Ashbourne and objects to the proposal to rezone the lands from G1 Community Infrastructure to F1 Open Space. It is stated that the site is currently the subject of an appeal to An Bord Pleanala for a 83 bedroom nursing home which was refused by MCC. It is stated that the rezoning of lands is premature and given the County Council's publicly stated intention to rezone the lands prior to the planning decision could have negatively influenced the decision making of the County Council and An Bord Pleanala.</p> <p>The primary reason for refusal of the application is the location of the development in a flood plain. This view is reiterated in the Chief Executives Report November 2019 which stated that the subject lands were identified as open space in the Draft Plan due to their location in a flood plain.</p> <p>The submission states that PUNCH Flood Engineers carried out an extensive Flood Risk Assessment of the subject site and found that the proposed development not only addresses the flood risk on the site but will actually provide additional flood storage and therefore reduce the threat to local residential areas overall. A response to the reason for refusal (AA/181530) from PUNCH Engineers is included with the submission.</p> <p>It is stated that Ashbourne currently has no elderly care facilities in the town centre and the rezoning of the site will delay same. It is stated that the proposal would represent a planning gain by the provision of a community facility on an underutilised site.</p> <p>It is stated that the land is in private ownership and an open space zoning will not mean that it will be utilised as such and that it would result in a vacant site to the rear of dwellings which could give rise to problems of anti-social behaviour.</p>	
<b>Chief Executive's Response</b>	
<p>The subject lands were identified as 'open space' in the Draft Plan due to their location in the Flood Zone. There would be serious concerns with regard to any proposal to amend the land use zoning to a community infrastructure use as such a use would not be likely to generate a 'water compatible' development. Planning permission was refused on this site for a nursing home as per planning application no. AA/181530 owing to the sites location in a flood plain.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-575
<b>Submitted by:</b>	Hughes Planning & Development Consultants on behalf of David Rogers, Peter O' Sullivan & Sean Quinn
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission relates to 2.9ha of lands located to the north of Racehill Park in Ashbourne. The submission requests that the lands be duly considered for re-zoning from the zoning objective of E2 'General Enterprise &amp; Employment' to the zoning objective A2 'New Residential'.</p> <p>It is submitted that the subject site, given its irregular shape and the manner in which existing</p>	

residential development has been built to the southern boundary, does not lend itself to commercial use and the fact that an existing spur road is available to provide direct connection between existing residential development and this site suggests that it was purposefully set to allow for the future extension of residential lands to the south.

It is submitted that Ashbourne has sufficient capacity to accommodate additional residential development and that the zoning of the subject site to provide same will allow for the consolidation of this urban settlement. The development of a rail link between Ashbourne and Dublin City Centre provides further justification for increased residential development of the Town as it will strengthen commuter links through the provision of a public transport service for this route and the subject site is proximate to bus stops and local facilities and services.

The proposed development is appropriately sited within the existing settlement of Ashbourne and does not constitute urban sprawl and would be in accordance with the NPF and RSES.

#### **Chief Executive's Response**

It will be a priority of the Land Use Strategy for Ashbourne to consolidate development in the centre of the town and improve connectivity and permeability between new residential developments and the town centre. The growth of Ashbourne will continue to be based around the principles of compact, sustainable neighbourhoods. Additional zoning at this location would militate against the objective to achieve a compact urban settlement, would be contrary to the sequential approach and to principles of sustainable development. The proposal would also result in a reduction in the amount of zoned and serviced employment zoned lands available in Ashbourne.

An A2 New Residential use would also be considered an incompatible use, sandwiched between existing and proposed employment premises and existing residential with access through a large residential area.

#### **Chief Executive's Recommendation**

No change recommended

<b>Submission No.:</b>	MH-C5-584
<b>Submitted by:</b>	Hughes Planning & Development Consultants on behalf of Quarrycross Ltd
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission relates to 1.3ha of lands located to the East of Tudor Heights, Ashbourne. The submission requests that the lands be considered for re-zoning from the zoning objective of F1 'Open Space' to the zoning objective G1 'Community Infrastructure'.</p> <p>The submission states that the site is enclosed by a boundary wall and, at present, provides a barrier to local permeability and due to its undeveloped nature is often associated with anti-social behaviour. The submission states that the location of the site and the context of adjoining land uses which include residential, public open space and an educational facility would suggest that the site is appropriately located so as to provide much-needed community infrastructure.</p> <p>The submission notes that the subject site was previously zoned F1 'Open Space' under the Ashbourne Development Plan 1989 and was contained within the application site of a residential development of 18 no. dwellings under Reg. Ref. 94/1258. This development was approved in 1995 and contained a condition (Condition No. 3) pertaining to the development of the subject</p>	

site as open space to serve the residential units. The development of the subject site to provide open space was never carried out, and the site was subsequently left undeveloped.

Under the Meath Plan 2013-2019 the site was re-zoned to accommodate both A1 'Existing Residential' and G1 'Community Infrastructure'. Subject to this re-zoning a later application, Reg. Ref. AA/170958 for 6 no. residential units. This application was refused by both MCC and An Bord Pleanála under Ref. No. 300097-17 as a grant of permission would materially contravene Condition No. 3 as attached under Reg. Ref. 94/1258.

It is stated that the submitter accepts the subsequent refusal for residential development at this location and considers the wider landholding to be best suited to provide for a mix of public open space and community infrastructure.

It is stated that the subject site is located within the centre of a large residential area with, c. 400 houses located within a walking distance of 750m. This provides a significant level of local footfall and a sufficient basis for the provision of community infrastructure at this location.

#### **Chief Executive's Response**

The subject site was contained within the application site of a residential development of 18 no. dwellings under Reg. Ref. 94/1258. This development was approved in 1995 and contained a condition (Condition No. 3) pertaining to the development of the subject site as open space to serve the residential units. To re-zone the site from F1 Open Space to G1 purposes would be contrary to condition no. 3 as detailed above and be contrary to the proper planning and sustainable development of the area.

#### **Chief Executive's Recommendation**

No change recommended

<b>Submission No.(s):</b>	MH-C5-590
<b>Submission by:</b>	Killegland AFC
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy and Volume 2 Ashbourne Written Statement.
<b>Summary of Submission:</b>	
<ul style="list-style-type: none"> <li>This submission is made by Killegland AFC Football Club and outlines their current urgent land requirements.</li> <li>It sets out the background to the club and details its exponential growth since formation in 2011.</li> <li>At present Killegland AFC has no base and are currently renting space at 7 different locations.</li> <li>It is requested that the Council considers the club should lands designated for amenity use (or any other lands) be made available for sporting or recreational usage.</li> <li>3 parcels of land are specifically referenced in this regard. <ul style="list-style-type: none"> <li>a. Lands to the rear of the GAA Club/Ballybin Road(1<sup>st</sup> choice and preferred site).</li> <li>b. Lands beside the Rugby Club in the Archerstown Area.</li> <li>c. Lands opposite Lidl (any remaining green space left after the provision of housing).</li> </ul> </li> <li>Numerous other lands were previously examined by the club.</li> </ul>	

- Killegland AFC needs a home within the community and without urgent help will no longer be able to accept any new players to the club.

#### **Chief Executive's Response**

The Council recognises the important role played by the Killegland AFC in the town of Ashbourne. The growth and development of the club is noted and commended, and the Draft Plan fully supports the development of community and leisure facilities and recognises its important role when forming sustainable communities.

The Draft Plan contains numerous policies supporting the development of community facilities and ensures that adequate lands and services are zoned and reserved to cater for the establishment, improvement or expansion of all community facilities in the County. A number of sites are designated for G1 community use and FI open space in Ashbourne to cater for community /leisure needs of this area over the lifetime of the development plan.

The club's interest in the 3 parcels of lands are noted, however, the acquisition of lands or allocation to a specific group is also outside the strategic land use function of the County Development Plan. This issue can be explored further at a local level through the Community Section of the Council or at Municipal District level.

It is noteworthy also that a detailed Local Area Plan will be prepared for Ashbourne during the life of this Plan and where a need for additional facilities is identified, this can be examined in greater detail as part of the preparation of the Local Area Plan.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-596
<b>Submitted by:</b>	Hughes Planning & Development Consultants on behalf of Michael Harty
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
This submission relates to lands at The Briars in Ashbourne and welcomes the A2 New Residential zoning on the subject lands.	
<b>Chief Executive's Response</b>	
Submission is noted and no change is required.	
<b>Chief Executive's Recommendation</b>	
No change required.	

<b>Submission No.:</b>	MH-C5-604
<b>Submitted by:</b>	Remcoll Developments
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
This submission relates to lands at Hunters Lane in Ashbourne and opposes the rezoning of these lands from G1 to F1. The submission is made from a Nursing Home Bed Provider and they state	

that the basis for their submission against the rezoning includes the following;

- National policy supports elderly care/nursing homes within the community at accessible locations.
- Opportunity of embedding a care home into an existing neighbourhood structure.
- The location is proximate to support facilities/services.
- Will create strong employment.
- Provide a much needed service for the elderly

#### Chief Executive's Response

Refer to submission no. MH-C5-562

#### Chief Executive's Recommendation

No change recommended.

<b>Submission No.(s):</b>	MH-C5-611
<b>Submission by:</b>	The Planning Partnership
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy Chapter 2 Core Strategy Chapter 3 Settlement Strategy Volume 2 Ashbourne Written Statement
<b>Summary of Submission:</b>	
<p>1. This submission requests that SOC POL 41 be amended as follows: (i.e. to exclude reference to grant of planning permission.)</p> <ul style="list-style-type: none"> <li>• To maintain free from development, lands that are the subject of a deed of dedication <del>identified in a grant of planning permission</del> as open space, to ensure the availability of community and recreational facilities for the residents of the area.</li> <li>• It is considered that the proposed amendment will provide a level of flexibility within the policy framework of the Development Plan in regards to public open space (in place of the blanket preclusion for all development is inherent in the current iteration of SOC POL 41) which would enable the redevelopment of, or development on, existing public open spaces where no deed of dedication for such use is in place and where there is adequate planning merits in the relevant proposal.</li> <li>• It is claimed that the wording of the policy as currently prescribed in the Draft Plan will actively frustrate the achievement of compact growth and urban consolidation as it precludes any form of development on lands that were identified as, or otherwise indicated as, open space as part of a Planning Permission and therefore be contrary to the NPF and RSES.</li> <li>• Reference is also made to impact on under utilised lands and areas of private open space.</li> </ul> <p>2. The submission also seeks the rezoning of the undeveloped lands along the western boundary of Brindley Park be from F1 'Open Space' as indicated to A1 'Existing Residential'.</p> <ul style="list-style-type: none"> <li>• Having regard to the localised availability and capacity of services in the immediate vicinity of Brindley Park, it is submitted that the lands currently owned by Kingscroft Developments Limited should be considered as infill in nature and ideally suited lands to</li> </ul>	



the sustainable delivery of additional housing within the existing built form of Ashbourne.

#### Chief Executive's Response

1. In response to item no. 1, it is not considered appropriate to amend the policy as requested. The provision of accessible and useable open space is a critical element in the community and is one of the key elements in defining the quality of the residential environment. It also adds to the sense of identity of a neighbourhood, helps create a community spirit, and can improve the image of an area. It is therefore necessary that where provision has been made for public open space as part of a planning application, that the land is retained for such use. This policy provides an appropriate safeguard in this regard and also ensures an avoidance of overdevelopment.

For clarity purposes however, it is considered appropriate to amend the policy to refer specifically to areas of public open space as this policy is overly restrictive in the case of private open space, which is not as intended.

2. In response to item no. 2 it is considered that a sufficient quantum of land has been zoned in the Draft Plan to accommodate the allocated population growth for Ashbourne during the period of the Draft Plan. As such it is not considered appropriate to zone the subject lands for additional residential development.

#### Chief Executive's Recommendation

Amend Policy no. SOC POL 41 as follows: ( additions proposed are shown as **bold text** and deletions are shown as ~~strikethrough~~.)

SOC POL 41 '*Identify free from development, lands that are the subject of a deed of dedication identified in a grant of planning permission as **public** open space, to ensure the availability of community and recreational facilities for the residents of the area.*

Submission No.(s):	MH-C5-618
Submission by:	Amy Hall
Submission Theme(s):	Chapter 7 Community Infrastructure Strategy, Chapter 5 Movement Strategy and Volume 2 Ashbourne Written Statement
Summary of Submission:	
<p>This submission raises the following issues with regard to primarily the provision of green space and transport infrastructure in Ashbourne</p> <ul style="list-style-type: none"><li>• The delivery of the linear park should be completed as a matter of urgency.</li><li>• Long term sustainability and maintenance costs for these parks are of key importance, both of which are improved by incorporation of native planting and "meadow"-type areas.</li><li>• The linear park should be delivered with environmental diversity and native planting foremost in order to support the rich variety of insects and animals that share the space.</li><li>• Some areas marked for the linear park already have several native species in place.</li></ul>	

Large, open grassed area would provide the environmental enrichment many park users will be looking for in this space and it would be a shame to lose the diversity already in place in this Zone.

- Zone 3 would also offer a suitable location for equipment/amenities e.g. a skate park in the area nearest to the town centre (by the roundabout), while still leaving room for a wilder and more natural landscaped space where people can escape and explore.
- It is important to ensure that sufficient green space is provisioned for this rapidly expanding town. This space should be accessible free of charge and should contain a range of different environments suitable for all ages and needs. 33.4 hectares to meet the projected needs of the town by 2026 is required.
- With the growing population, we need to ensure that road upgrades continue to accommodate increased traffic within the town.
- Increase public transport provision.
- To increase uptake of public transport, reliability, regularity, a range of appropriate destinations and links to rail networks should all be considered going forward.
- A rail connection in Ashbourne that would vastly improve the current public transport services.

#### **Chief Executive's Response**

With regard to the completion of the Linear Park and the Public Park in Ashbourne please refer to Part 3 of Report, in particular grouped themed submissions no. 2 and 3 which relates to the provision of public open space in Ashbourne including the Linear Park and Park.

Issues raised in relation to the detail design of the Linear Park can be considered as part of the Part 8 planning process which is envisaged will commence in Q3 of 2020. There will be an opportunity for the public to engage in this process through a public consultation period during which submissions will be invited.

The issues raised in relation to road upgrades is noted.

In terms of public transport provision, the Council does not have a direct role in the provision of public transport services. However, it actively promotes and facilitates the improvement of both bus and rail services both within and from Co. Meath and is committed to working in conjunction with all transport providers and stakeholders in terms of the delivery of a reliable, accessible and integrated transport network that supports the effective functioning of the county.

The Draft Plan includes MOV POL 8 as follows, *'To co-operate with the NTA and other relevant agencies to have ongoing reviews of the network of bus routes in Meath, and to support and encourage public transport operators to provide improved bus services in, and through, the County.'*

Meath County Council does not have a statutory function in the provision or operation of rail stations. However, the Council will liaise with Irish Rail in relation to the provision of rail services and facilitate any proposals to further improve the rail services within Co. Meath.

#### **Chief Executive's Recommendation**

No change recommended.

**Submission No.(s):**

MH-C5-625

<b>Submission by:</b>	Mark McKenna
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy, Chapter 5 Movement Strategy and Volume 2 Ashbourne Written Statement.
<b>Summary of Submission:</b>	
<ol style="list-style-type: none"> <li>1. This submission restates the issues raised in relation to the provision of public open space and in particular a public park of sufficient size in Ashbourne. Reference is made to the review prepared by Future Analytics in this regard. It is considered that in the Draft Plan under delivers for Ashbourne parks and there is an opportunity to ensure the town with the most growth remains an attractive location to live, work and invest.</li> <li>2. The residents of Ashbourne / residence committees want to invest their time in maintaining public spaces, as we see in the garden city estate in Ashbourne. We ask that Meath County Council invest in the facilities up front.</li> <li>3. This submission also states that Ashbourne is ideally located commuter town, and with the M2 taking the bulk of the traffic, the N2 is ideal for cycle lanes. Cycle lanes along the N2 would be a game changer for the town, encouraging cyclists from the city on the weekends and evenings as well as catering for commuters through the week.</li> </ol>	
<b>Chief Executive's Response</b>	
<ol style="list-style-type: none"> <li>1. In relation to item no. 1, please refer to Part 3. Group Themed Submission no.2 which relates to the public park in Ashbourne.</li> <li>2. Item no. 2, which relates to the maintenance of public spaces is considered to be a local issue which may be addressed at municipal district level.</li> <li>3. In terms of item no. 3, there are a number of policies and objectives identified in the Draft CDP relating to cycling infrastructure which will enhance the provision of cycling as a sustainable mode of transport and for recreational use. Cycle networks are identified in the NTA Cycle Network Plan for the Greater Dublin Area which can be found at the following link: <a href="https://www.nationaltransport.ie/publications/strategic-planning/gda-cycle-network-plan/">https://www.nationaltransport.ie/publications/strategic-planning/gda-cycle-network-plan/</a>. This document outlines existing and required cycling infrastructure in both urban and rural areas of the region and indicates the prioritisation of cycle infrastructure in terms of the importance to the strategic network and the likely cycle demand for such a scheme. This proposal can however, be examined in greater detail as part of the Ashbourne Local Area Plan and Transport Plan preparation process.</li> </ol>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-643
<b>Submitted by:</b>	Kirstin Heinrich
<b>Submission Theme(s):</b>	Written Statement - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission relates to the following;</p> <ol style="list-style-type: none"> <li>1. <b>Transportation</b> - Ashbourne and Meath would be best served by offering a park and ride train link service that links Ashbourne directly to Dublin now rather than waiting for the next development plan.</li> <li>2. <b>Open Green spaces and zoning</b> - The area beside the graveyard in Killegland should be</li> </ol>	

- rezoned open space and not developed on
3. **Social Housing** - Building social housing only estates and apartment blocks as is intended for the area beside Milbourne estate does not work.

#### Chief Executive's Response

1. **Transportation:** The Council is strongly committed to the promotion of sustainable means of travel, including public bus services and the encouragement of modal change from private car to such sustainable means of travel. However, the Council is not directly responsible for public transport provision. The Department of Transport and the NTA are the principal agents for delivery of transport policy and development in the Greater Dublin Area. Whilst the Council does not have a direct role in the provision of public transport services, it is actively promoting and facilitating the improvement of both bus and rail services both within and from Co. Meath and is committed to working in conjunction with all transport providers and stakeholders in terms of the delivery of a reliable, accessible and integrated transport network that supports the effect functioning of the county. The Draft Plan also includes a long-term policy to introduce a rail link spur to Ashbourne. The Plan also seeks to promote more sustainable modes of transport by identifying a suitable location for a Park and Ride facility, improve walking and cycling facilities in the town by supporting the delivery of the infrastructure projects on the Milltown Road and Main Street that received funding under the Urban Regeneration and Development Fund and the potential to explore the feasibility of a rail connection to Dublin by means of a spur serving Ashbourne and Ratoath from the Navan-Dublin line.
2. **Open green spaces and zoning:** A number of submissions relate to these lands (MH-C5-45, 48, 427, 692, 744) and address the issues raised within this submission.
3. **Social housing:** The Council is seeking to prioritise the delivery of social housing in a number of settlements where a combination of high demand, limited and/or no suitable land in Council ownership and difficulties in acquisition of land are all factors inhibiting supply. Taking this into account an objective supporting the delivery of social housing in addition to that required by Part V has been included in the Written Statement for Ashbourne, Dunboyne, Dunshaughlin, Ratoath, and Trim in Volume 2 of this Plan. The Council promote and require high quality developments for all housing developments including social housing proposals. Social housing applications must comply with all the relevant residential design guidelines at both national and county level. Members of the public have an opportunity to make a submission and voice any concerns during the planning application submission period and all submissions received will be assessed and addressed as part of a planning application assessment.

#### Chief Executive's Recommendation

No change recommended.

<b>Submission No.(s):</b>	MH-C5-649
<b>Submission by:</b>	Mark Murphy
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy and Volume 2 Ashbourne Written Statement.
<b>Summary of Submission:</b>	
1. This submission welcomes the primary focus for Ashbourne set out in the Draft Plan to strengthen employment base. However, it is stated that this is at odds with the	

continuing zoning of land for residential development. It is submitted that such development should be developed in tandem or delayed until local infrastructure and amenities are provided.

2. The submission states that the long-promised “Linear Park” has not been delivered for example and some proposed developments represent missed opportunities.
3. I would implore the planning authorities to examine what is superficially designated green space in Ashbourne at present. Disappointingly, much of this comprises the local golf club, which is not a public amenity in any sense.
4. Reference is made to 120 acres that has at present no proposed use, something which is acknowledged in Master Plan 3. It is requested that the residential purpose be omitted from MP3 and that this land be provided for the benefit of all the people of Ashbourne, present and future.

#### **Chief Executive’s Response**

1. In response to item no. 1, the Draft Development Plan facilitates the development and expansion of social/community facilities and services throughout the County and acknowledges the need for social infrastructure to be provided in tandem with residential and other development. In particular SOC POL’s 4, SOC POL 5 and SOC POL 6 will ensure a holistic approach which incorporates the provision of essential and appropriate facilities, amenities and services is taken in the design and planning of new residential areas, so as to ensure that viable sustainable communities emerge and grow. These social amenities and services will be provided in this way in Ashbourne and all other settlements.

In response to items no. 2, 3 and 4 please refer to Part 3 of Report, in particular grouped themed submissions no. 2 and 3 which relates to the provision of public open space in Ashbourne including the Linear Park and the Public Park.

#### **Chief Executive’s Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-653
<b>Submitted by:</b>	Fingal County Council
<b>Submission Theme(s):</b>	Written Statement
<b>Summary of Submission:</b>	
<ol style="list-style-type: none"> <li>1. FCC agrees that the location of Dunboyne in the Dublin Metropolitan Area provides an opportunity for the area to forge greater relationships and connections with key growth areas in Dublin and the wider Metropolitan Area and FCC will support this.</li> <li>2. FCC requests consideration of the new noise zones associated with Dublin Airport in the assessment of planning applications and prospective land-use zonings – Zone B &amp; C (restrict inappropriate development), Zone A (actively resist provision for residential and noise sensitive development) and an additional assessment zone, Zone D is proposed to identify any larger residential developments in the vicinity of flight paths in order to promote appropriate land-use.</li> <li>3. FCC would welcome opportunity to comment on MP3 for Ashbourne.</li> <li>4. ASH OBJ 17 is welcomed.</li> <li>5. FCC will continue to work with MCC on N2 upgrade, N3/M50 upgrade</li> </ol>	

6. FCC would work closely with MCC on preparing a masterplan for their Strategic Employment Lands at Ballymadun.
7. FCC welcomes the proposal to develop a cycle route between Newgrange and Newbridge house in Donabate.
8. The updated Rural Development Pressure Map is acknowledged.
9. Supports the preparation of a Joint Urban area Plan for Drogheda.
10. Welcomes the Climate Change policies/statements

#### **Chief Executive's Response**

1. MCC note FCC agreement with the location of Location in the DMA providing an opportunity for the area to forge greater relationships and connections with key growth areas.
2. MCC note the identification of new noise zones which are included in variation no 1 of the Fingal Development Plan 2017-2023. In relation to development in proximity to approach zones / noise zones of airports and airfields, developments shall be restricted in public safety zones and approach zones of airports and airfields and in noise zones associated with airport flight operations as illustrated in the associated maps 5.4.1 & 5.4.2 in the draft CDP. This will be updated to reflect the new noise zones associated with Dublin Airport as per this submission and the submission received from daa.
3. Noted intention to collaborate / comment on the future development of MP3 site in Ashbourne
4. Noted support for ASH OBJ 17
5. Noted support for collaboration in respect of the N2 and N3/M50 upgrades
6. Noted support for collaboration in respect of the Master Plan for the Strategic Employment lands at Ballymadun
7. Noted support for cycle way between Newgrange and Newbridge House
8. Noted support for join urban area plan for Drogheda
9. Noted support regarding climate change policy & objectives

#### **Chief Executive's Recommendation**

No change recommended

<b>Submission No.:</b>	MH-C5-676
<b>Submitted by:</b>	McCutheon Halley Planning Consultant on behalf of Luttrellstown Castle Unlimited
<b>Submission Theme(s):</b>	Land Use Zoning- Ashbourne
<b>Summary of Submission:</b>	
This submission relates to a 76ha site 1km east of Ashbourne town centre. The subject land is a	

greenfield site and the majority of the site is not currently zoned under the existing Meath Plan 2013-2019. A small portion in the southern part of the site is zoned for 'F1' Open Space.

The submission is requesting that the proposed zoning of the lands be changed from 'RA' Rural Area to 'A2' New Residential as the subject lands are ideally located for new residential development in the forthcoming plan period and it is therefore requested that the lands be zoned 'A2' New Residential for the following reasons:

- Ashbourne's significant population and employment growth;
- The strategic location of Ashbourne to Dublin, Key Towns and major employment centres;
- Ashbourne's position on the Settlement Hierarchy;
- In the absence of a Housing Needs Demand Assessment (HNDA), there is a strong rationale for providing a strategic reserve of residential zoned lands which can ensure delivery of much needed housing supply;
- To promote Consolidated Growth; and
- To ensure national housing targets are achieved

#### **Chief Executive's Response**

It will be a priority of the Land Use Strategy for Ashbourne to consolidate development in the centre of the town and improving connectivity and permeability between new residential developments and the town centre. The growth of Ashbourne will continue to be based around the principles of compact, sustainable neighbourhoods. Additional zoning of this scale at this location would militate against the objective to achieve a compact urban settlement, would be contrary to the sequential approach and would be contrary to principles of sustainable development and result in urban sprawl at this location. In relation to Ashbourne it is considered that a sufficient quantum of land has been zoned in the Draft Plan to accommodate the allocated population growth during the period of the Draft Plan.

#### **Chief Executive's Recommendation**

No change recommended

<b>Submission No.:</b>	MH-C5-684
<b>Submitted by:</b>	Jack Holmes
<b>Submission Theme(s):</b>	Written Statement - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission relates to the junction at the entrance to Rath Lodge Ashbourne and states that it is a death-trap, both in terms of traffic exiting the estate and turning right towards the Pillo roundabout, and also traffic entering the estate from the Town (northbound traffic).</p> <p>The residents of Johnswood, Millbourne, Brindley have equal problematic access to the main road. These two adjacent problematic junctions should be resolved as a single project.</p>	
<b>Chief Executive's Response</b>	
<p>The successful integration of land use and transport is essential for the sustainable growth of the town. As part of the strategy of supporting the integration of land use and transport planning the RSES requires the preparation of a Local Transport Plan for Ashbourne. This Plan will be prepared in conjunction with the National Transport Authority and will assist in the identification of measures to reduce the need to travel, improve the efficiency of public transport, promote walking and cycling, and reduce dependence on the private car as the primary mode of transport. There are also a number of specific objectives to improve the pedestrian and cycling</p>	



infrastructure within the town, to provide for a park and ride facility and explore the feasibility of a rail connection to Dublin by means of a spur serving Ashbourne and Ratoath from the Navan-Dublin line. All of these objectives seek to reduce dependence on the private car and thereby remove traffic and congestion within Ashbourne.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-761
<b>Submitted by:</b>	John Spain & Associates on behalf of FPS Film Production Solutions
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission relates to lands at Rath, Asbourne, Co. Meath. The extent of the land is c. 32ha (plus 7 ha south of the Ballymadun Road) and the lands are currently zoned for tourism and employment uses. The submitter has planning permission for a film studio in three blocks on adjoining land in Killelland.</p> <p>This submission requests a number of amendments to the Draft Plan which have been discussed in detail above and which can be summarised as follows:</p> <ul style="list-style-type: none"> <li>• Removal of the requirement that development of the lands shall comply with the masterplan which was prepared in 2013 by Mola Architects, as set out in Section 4.7.3.1 of the Draft County Development Plan, and Section 6 Master Plans in reference to Master Plan 2 in relation to Ashbourne.</li> <li>• Inserting the word “permanent” into ASH OBJ 1 so as it now reads: To secure the implementation of the Core Strategy of the County Development Plan, in so far as is practicable, by ensuring the permanent household allocation for Ashbourne as set out in Table 2.11 of the Core Strategy is not exceeded”.</li> <li>• Rezoning of employment zoned lands adjoining the Rath roundabout from employment to tourism –2.9 ha</li> <li>• Rezoning of tourism zoned lands and employment lands adjoining existing residential to new residential and extending this residential area to the north of the existing houses into employment zoned lands –5.45 ha.</li> <li>• Rezoning of tourism zoned lands as E2, to facilitate access to the E2 zoned lands north of the Rath Roundabout–0.7 ha</li> </ul> <p>The submission states that the subject lands are ideally suited for Tourism and New Residential use due to their advantageous location adjacent to the film studios which were permitted under Reg. Ref.: AA180221. The film studios have the potential to employ up to 1,500 people at full capacity. As the film industry is a transient one, many of these employees will require somewhere to stay in the short term, as well as associated leisure facilities. Short term stays would be facilitated in the proposed hotel, while longer term stays would be facilitated in residential units. The hotel would also cater for leisure amenities.</p> <p>It is requested that a portion of the lands be zoned D1 Tourism, and A2 New Residential. This will facilitate the provision of much needed ancillary facilities for the film studio, in the form of hotel development and short-term residential accommodation. A section of the lands beside the Rath Roundabout would be zoned E2, to facilitate employment access to the lands to the north.</p>	

There are various references throughout the Draft Plan to a masterplan which has been prepared for the site by Mola Architects in which the lands are set out for industrial development. An alternate masterplan for the lands is being prepared by the submitter and it is requested that references to the completed masterplan are omitted from the final plan so as not to preclude the proposed development of hotel and short term residential accommodation on the lands.

#### **Chief Executive's Response**

It is an objective of the Council (SOC OBJ 30) to 'Seek to build on the success and support the clustering of the film and audio visual sector in the Dublin and Wicklow areas and to support training of film workers and crew around the Region, as well as exploiting opportunities for the industry outside of these hubs with particular reference to the recently permitted Film Studio Development in Ashbourne'. This submission is made by the owner of the above referenced Film Studio and mainly requests rezoning to provide for supporting residential accommodation to cater for transient film studio staff and tourists.

This submission requests that a portion of the lands be zoned D1 Tourism and A2 New Residential to facilitate the provision of ancillary facilities for the film studio (permitted under Reg. Ref.: AA180221) in the form of a hotel development and short-term residential accommodation. It is noted that the film studios have the potential to employ up to 1,500 people at full capacity and that many of these employees will require somewhere to stay in the short term. The submission states that short term stays would be facilitated in the proposed hotel while longer term stays would be facilitated in residential units. It is considered that the film studio and ancillary accommodation would represent an important tourism asset to the county and that a D1 Tourism zoning would be more appropriate to provide for the hotel and ancillary longer term accommodation for film studio workers and tourists.

To provide for same it is considered that 'commensurate onsite supporting residential' and 'holiday home' should be inserted into the 'open for consideration' uses for D1 Tourism in Section 11.16.7 'Land Use Zoning Categories' in Chapter 11. The bulk of the lands would remain zoned for E2 purposes while the D1 Tourism lands will also result in a significant employment boost to Ashbourne. It is noted that the film studios have the potential to employ up to 1,500 people while a hotel and ancillary residential accommodation would also create additional employment opportunities.

In relation to Ashbourne it is considered that a sufficient quantum of land has been zoned for A2 New Residential purposes in the Draft Plan to accommodate the allocated population growth during the period of the Draft Plan. As such it is not considered appropriate to zone these lands for A2 purposes thereby providing additional residential development. A D1 Tourism zoning is considered appropriate to provide for the short-term accommodation associated with the film studio as referenced in this submission.

A section of the lands beside the Rath Roundabout should be zoned E2, to facilitate employment access to the lands to the north which is considered appropriate.

Owing to the amended zonings an updated Masterplan will now be required and this can be referenced in the Written Statement for MP2.

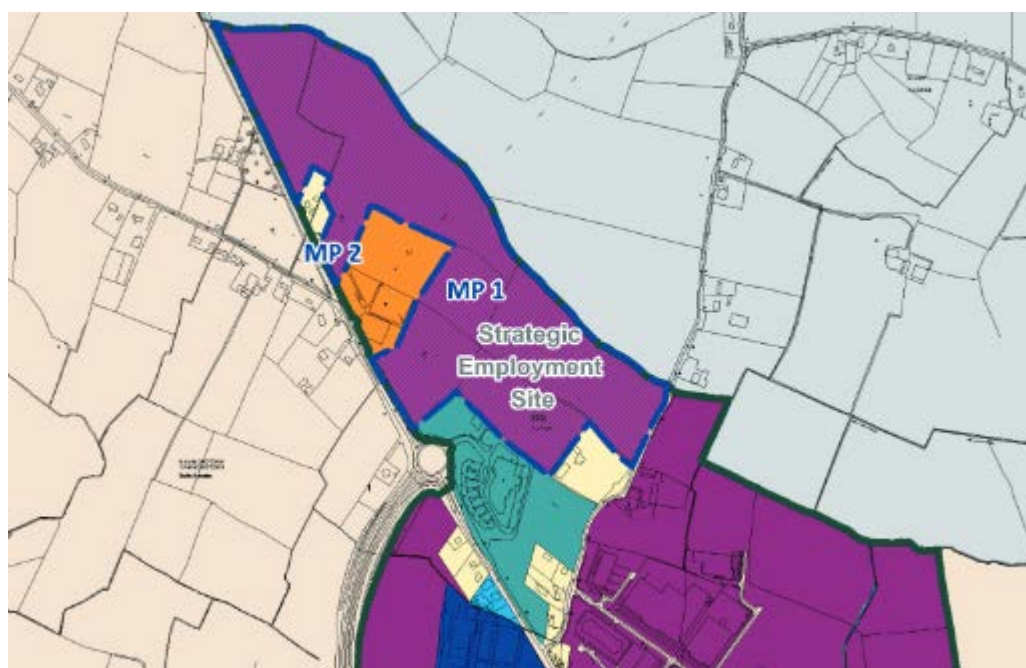
#### **Chief Executive's Recommendation**

The following recommendations are made;

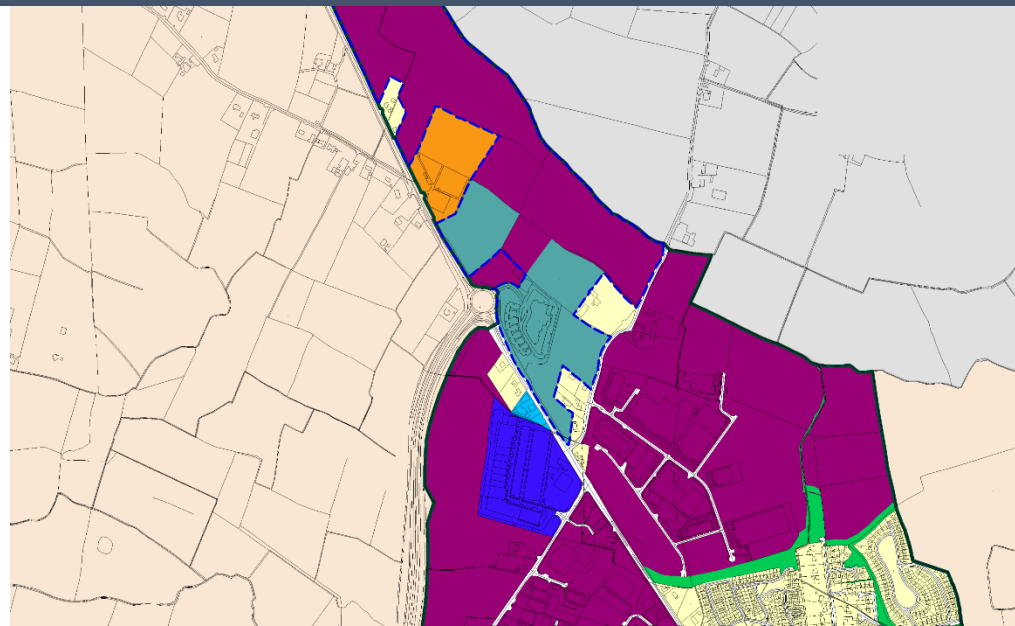
1. To provide for proposals such as that proposed in this submission it is recommended that

**'bona fide ancillary tourism residential'** and **'holiday home'** should be inserted into the 'open for consideration' uses for D1 Tourism in Section 11.16.7 'Land Use Zoning Categories' in Chapter 11.

2. A section of land to the northeast and northwest of the Pillo Hotel is recommended to be rezoned from E2 General Enterprise and Employment to D1 Tourism to provide for commensurate onsite supporting residential accommodation for transient staff and tourists.
3. It is recommended that a section of the lands to the north of the Rath Roundabout be rezoned from D1 Tourism to E2 General Enterprise and Employment to facilitate employment access to the lands to the north.
4. Owing to the amended zonings an updated Masterplan will now be required and it is recommended that this is referenced in Section 6 'Masterplans' the Written Statement for MP2. ~~'Agreed 2013'~~ should be replaced with **'Awaiting preparation'** in the status while in the Description 'A Master Plan was prepared for these lands by the Council in 2013 which sets out a conceptual layout for the development of these lands **however owing to the passage of time and amended zoning an updated Masterplan will now be required. Due to the configuration of the lands, access to the Ballymadun Employment Lands in Fingal, may be provided via the Rath roundabout and the Council will liaise with Fingal County Council in this regard.**
5. Owing to the rezoning of a quantum of the lands to Tourism purposes and the development proposals for same it is considered that a new Strategic Employment Site should be designated within Ashbourne. Please refer to submission no. MH-C5-411 in relation to the proposed new Strategic Employment Site designation to the southeast of the town. The 'Strategic Employment Site' label should be removed from the MP 1 lands in this regard.



Draft Plan Zoning



Proposed Amended Zoning Objectives Map

<b>Submission No.(s):</b>	MH-C5-789
<b>Submission by:</b>	Pamela Geraghty
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy and Volume 2 Ashbourne Written Statement.
<b>Summary of Submission:</b>	
<ul style="list-style-type: none"> <li>• This submission requests the provision of a public swimming pool in Ashbourne to facilitate the needs of the community and the schools in the area.</li> <li>• It is stated that a swimming pool rather than more housings should be provided on lands previously earmarked as an educational campus.</li> <li>• Reference is made to SOC POL 3 in this regard, where refers to the provision of community facilities located in local centres or combined with school facilities close to or within walking distance of housing, accessible to all sectors etc.</li> </ul>	
<b>Chief Executive's Response</b>	
<p>It is acknowledged that there is a need for increased community facilities in the Ashbourne area. It is a priority for the development of Ashbourne area area to improve community facilities and services to meet the needs of the growing population.</p> <p>The Draft Plan contains numerous policies supporting the development of community facilities and ensures that adequate lands and services are zoned and reserved to cater for the establishment, improvement or expansion of all community facilities in the County. A number of sites are designated for G1 community use and F1 open space in Ashbourne.</p> <p>It is noteworthy also that a detailed Local Area Plan for the Ashbourne will be prepared during the life of this Plan. A main focus for this plan period in the Ashbourne area will be primarily on the 'catch-up' of the acknowledged deficiency of community facilities in this area. The need for a swimming pool can be examined in greater detail as part of the LAP process.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-793
<b>Submitted by:</b>	Jennifer Keating
<b>Submission Theme(s):</b>	Written Statement - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission relates to the following;</p> <ol style="list-style-type: none"> <li><b>Noise Pollution/Hours of operation for Commercial and light industrial premises</b> - Planning Authority guidelines need to be put in place in relation to hours of business for commercial and light industrial premises who are granted planning permission in areas of close proximity to residential areas .For premises located near to residential areas noise level monitoring and restrictions should be put in place too.</li> <li><b>Green space</b> - Ashbourne requires an additional 33.4 hectares of publicly and freely accessible open greenspace in order to meet the current and projected needs of the town by 2026. This submission requests that the Council reviews its commitment to provide additional greenspace of 15 hectares ("minimum", as outlined in Master Plan 3) and the above data is factored into the Council's planning for the provision of a regional-sized park for Ashbourne of minimum size 33.4 hectares.</li> </ol>	
<b>Chief Executive's Response</b>	
<ol style="list-style-type: none"> <li>Ashbourne Business Park will continue to have an important role in the provision of employment in the town as there is capacity for additional employment uses on undeveloped lands within the Park. These lands shall provide for light industrial and industrial office type development in a high quality campus environment. Hours of operation and public lighting designs for individual businesses will be assessed as part of any planning application within these lands to ensure that any new proposals do not have an undue impact on adjoining residential amenity from the viewpoint of noise and light pollution. An F1 Open Space buffer zone is also proposed between the residential developments to the south and the E2 zoned lands to the north. Any breaches of planning conditions is a matter for the Enforcement Section and any such matters should be referred for inspection.</li> <li>It is recognised that additional community and recreational facilities are required. In this regard the Council is progressing the development of a Linear Park as part of the provision of green infrastructure in the town. A Public Realm Strategy setting out potential improvements to the town centre that would improve connectivity and create a more attractive urban environment in the centre of the town has also been prepared. It is also an objective of the Plan to improve community and recreational infrastructure by identifying suitable lands for the development of a town park at regional scale that will provide a focal point for social and recreational amenities. (Refer to Chapter 7 Community Building). In accordance with ASH OBJ 20 the Council are committed to supporting and facilitating the development of additional sporting facilities in the town. In recognition of the demand for additional areas of active open space c.6.2 hectares of lands have been identified for open space uses adjacent to Donaghmore/Ashbourne GAA club (ASH OBJ 20). The quantum of open space provided is considered sufficient at this location. The public open space requirements will also be reassessed during the Ashbourne LAP process.</li> </ol>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.(s):</b>	MH-C5-797
<b>Submission by:</b>	Claire McGrane
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy and Volume 2 Ashbourne Written Statement.
<b>Summary of Submission:</b>	
<ul style="list-style-type: none"> <li>This submission requests that the Council follows through on its commitment to complete all 7 zones of the Linear Park, as has been promised to the Community since 2003.</li> <li>This submission also requests that Zone 4 is referred to as such, or "Playground at Castle Street", in official Council documents/communication and is not referred to as the "Linear Park" until such time as all 7 zones of the Linear Park are developed in full. In this regard, the following is noted "The development of the Linear Park along the Broadmeadow River will be an important public amenity for the residents of Ashbourne and will integrate and connect green spaces in the town" (Meath County Development Plan 2020-2026, Written Statement Ashbourne, 4.0 Opportunities).</li> </ul>	
<b>Chief Executive's Response</b>	
Please refer to Part 3 of Report which relates to Grouped Themed Submissions, specifically grouped themed submission no. 2 namely Ashbourne Public Park. Information and proposals in relation to the completion of the Linear Park is detailed.	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-807
<b>Submitted by:</b>	Jack Holmes
<b>Submission Theme(s):</b>	Written Statement - Ashbourne
<b>Summary of Submission:</b>	
This submission states that decisions made in the context of a short-term development timeframe are often later found to impede flexibility and choice. In preparing five-year plans, assumptions in relation to population, available technologies, economic environments etc. generally take no account of long-term trends and possibilities, yet short-term decisions often constrain long-term options by not looking beyond the next five-ten years. If longer-term plans informed short-term plans, such outcomes could be avoided or their incidence reduced. Better developments can be possible if we make plans from a long-term perspective.	
<b>Chief Executive's Response</b>	
In accordance with the Planning & Development Act 2000 as amended a Planning Authority must make a Development Plan every 6 years for the whole of its area. A review of the Development Plan commences after a 4 year period while a Progress Report on achieving the Plan objectives is carried out after the first 2 year period.	
<b>Chief Executive's Recommendation</b>	
No change required.	



<b>Submission No.:</b>	MH-C5-809
<b>Submitted by:</b>	Carol Borland
<b>Submission Theme(s):</b>	Ashbourne Written Statement
<b>Summary of Submission:</b>	
<p>This submission recommends the following changes to Ashbourne:</p> <ol style="list-style-type: none"> <li>1. Construction of a new access/egress point to the Ashbourne Business Park aligning it with the ballybin road and connecting to roundabout at the new proposed pay and display car park in the interest of safety.</li> <li>2. Relocation of the Rath monument in the redesign of the road and re-use of greenspace surrounding monument as a peace garden known as 'the peoples place' which celebrates the current diversity of the people of Ashbourne.</li> <li>3. Completion of the Linear Park to increase connectivity and development of a large community park with Skate Park.</li> <li>4. Land at Pillo Hotel should remain zoned for leisure and amenities and be a park that contains allotments, caravan park, walking, cycling, sports and playing facilities.</li> <li>5. Ashbourne Business Park will need to construct adequate sound and sight barriers around Ashbourne Business Park to respect the local residential areas whilst providing much needed greenspace for Ashbourne.</li> </ol>	
<b>Chief Executive's Response</b>	
<ol style="list-style-type: none"> <li>1. The Chief Executive notes the recommendation for a new access/egress point to the Ashbourne Business Park aligning it with the bally bin road. The Planning Authority intends to prepare a new Local Area Plan for Ashbourne and the requirement for access/egress point can be examined in greater detail as part of the Local Area Plan and Transport Plan preparation process. Therefore, no change is recommended at this stage.</li> <li>2. This can be examined in greater detail as part of the Local Area Plan process.</li> <li>3. Refer to Section 3 and the Ashbourne Greenspace and Ashbourne Park Group Themed Submissions.</li> <li>4. The zoning for Tourism purposes is proposed to be increased at this location (refer to submission no. MH-C5-761).</li> <li>5. Refer to submission no. MH-C5-114 which addresses this item.</li> </ol>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-815
<b>Submitted by:</b>	Claire McGrane
<b>Submission Theme(s):</b>	Written Statement - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission states that there is a need to ameliorate impact of Industry on local residents at Ashbourne Business Park. Significantly increased noise pollution and light pollution over recent months is having a detrimental impact on residents' health and well-being, including disrupted</p>	



sleep, disrupted concentration, and impact on functioning for those residents who work from home.

This submission calls on the Council to ensure that conditions attached to previous planning applications and successful planning permission have been fully adhered.

It is also noted that undeveloped lands adjacent to Ashbourne Business Park are currently zoned General Enterprise and Employment. This submission requests that these lands are rezoned in order to prevent further development of large industrial units in close proximity to residential estates (i.e. Racehill, Racehill Lodge, Racehill Manor, Rath Lodge).

#### **Chief Executive's Response**

Ashbourne Business Park will continue to have an important role in the provision of employment in the town as there is capacity for additional employment uses on undeveloped lands within the Park. These lands will provide for light industrial and industrial office type development in a high quality campus environment. Hours of operation and public lighting designs for individual businesses will be assessed as part of any planning application within these lands to ensure that any new proposals do not have an undue impact on adjoining residential amenity from the viewpoint of noise and light pollution. An F1 Open Space buffer zone is also proposed between the residential developments to the south and the E2 zoned lands to the north. Any breaches of planning conditions is a matter for the Enforcement Section and any such matters should be referred for inspection.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-834
<b>Submitted by:</b>	Cllr Alan Tobin
<b>Submission Theme(s):</b>	Various Chapters
<b>Summary of Submissions:</b>	
This submission covers the following items and chapters;	
<b>Volume 2 – Ashbourne</b>	
<b>1. Greenspace</b>	
<b>a) Greenspace</b> - Agree with OBJ 21 however requests a public park area is designated now somewhere within the town boundary so a plan can be put in place now to CPO lands if necessary, to achieve this goal.	
<b>b) Movement</b> - MOV OBJK 30 - propose an Ashbourne greenway that would be a circular walkway around the entire perimeter of the town boundary - propose a 50 - 100m riparian strip. This would be designated green open space. Once designated, all future development would be levied to contribute to the creation, landscaping and upkeep of the greenway. It would have designated cycling and walking routes.	
<b>2. Movement (Ashbourne)</b>	
Designate 3 areas for park and ride - 1) Ashbourne Retail Park, 2) Kilmoon Cross (Height for hire site) and 3) 9 mile stone area. Ashbourne town centre in particular the road down to Killegland Park, Ashbourne's Frederick St, Kilmoon cross and 9 Mile Stone are parking hot spots with literally over 100 cars parked on the side of road on a daily basis with commuters abandoning cars to avail	

of our bus services.

All rural and urban bus stops should be standardised with shelter, seating, lighting, digital live timetables and wifi points.

Create a dedicated bus corridor on the N2 from Kilmoon Cross to Rath

Add new Mov OBJ The Ashbourne Business park must also access the Rath roundabout as it has added to heavy traffic volumes and noise along the Ballymadun road, much to the detriment of the many residents living close to the industrial park. The park entrance from Ashbourne must also have an access point directly on to the R135 at the Ballybin Rd junction.

### **3. Dezoning & Zoning Killegland Ashbourne**

- a) Proposal to dezone an area of 3 acres adjacent to Killegland graveyard and create a designated open green space between Garden City (Bourne View) and Churchfields. There are a number of reasons for this. The green area is used by walkers, dog owners and young children in the area. A number of months ago, a large number of concerned residents met to see if a group could be set up to try to get the area rezoned for open greenspace. The area is not suitable for housing as it the only access to the site is through a cul de sac in Churchfields. Open greenspace would be of benefit to all as access to the area wouldn't be restricted if appropriate agreements could be made with the current owners, .
- b) It is proposed that a 7 acre service site at the back of the Churchfields development near the M2 could benefit from zoning, this site has access to the Ballybin Road.
- c) The Department of Education lands has a live planning application on residential zoned land for a new primary school which should be zoned community infrastructure. It is proposed that this entire site is zoned community infrastructure. (excluding the area MCC are building 76 social houses), this should be zoned community infrastructure so as to enable the full 7 acres to be zoned for residential purposes.

### **4. Chapter 04: Economy and Employment Strategy (Ashbourne)**

- a) Access from the roundabout at Rath into lands zoned for light industry in Ballymadun, Fingal should be added to the development plan, these lands must be accessed along with the lands in Co. Meath surrounding the Pillo hotel.
- b) I urge Meath Co Co to meet with Fingal to create a joint master plan for both areas along the county boundary.
- c) The Ashbourne Business park must also access the Rath roundabout as it has added to heavy traffic volumes and noise along the Ballymadun road, much to the detriment of the many residents living close to the industrial park Mov OBJ 40, MOV OBJ 21 and add Ashbourne to MOV OBJ 17 Ashbourne park & ride location
- d) New retail strategy for Ashbourne. Ashbourne has a problem with the changes in buying behaviour. This is having a negative effect on the high street where retail business is struggling.

### **5. Chapter 10. Climate Change Strategy (Volume 1)**

Add Curragha bog into OBJ 23 - The N2 passes through the area known as Curragha bog, this area has had extensive drainage works over the years. It needs to be rewetted and returned to being an active area for the retention of excessive water from the River Hurley.

### **6. Chapter 08 :Cultural and Natural Heritage Strategy**

#### **a) Gormonston Beach**

Addition of an RUR OBJ8 for the provision of parking along River Delvin for tourism purposes.

Currently no parking as parking area has been washed away by rising sea levels. This encourages

motorists to park on the beach. If provision for car park is allowed we could divert cars off the beach.

**b) Ashbourne RIC Barracks**

Her OBJ 3 Battle of Ashbourne old RIC barracks site preservation - The site of the old RIC barracks in Ashbourne has significant historical significance, it is currently zoned light industrial and I propose it is zoned open greenspace to preserve the unique shape of the landscape which is a defensive shape called a Ha-ha. It would also mean that a suitable monument could be erected to honour all killed and injured in 1916. This is supported by BOACC (Battle of Ashbourne Commemorative Committee).

**7. Chapter 07: Community Building Strategy**

SOC POL 13 - To include provision for Irelands 3rd official language -Irish sign

**8. Chapter 11: Development Management Standards**

To make provisions for at least one civic recycling facility per municipal district

**9. Volume 2: Settlements**

**a) Kilbride**

Support for Kilbride Development Group submission.

**b) Stamullen**

- Support for Stamullen Community Group submission.
- Stamullen must get a connection to the M1 STA OBJ 9, proper recycling area and provision for two playgrounds, one in the centre of the village and one north of the GAA pitch.
- The river walk amenity must also be developed in the coming years and can form part of a public realm plan for the area. Add Stamullen to DM OBJ 4. Lands zoned residential to the north of Stamullen had been indicated for swapping with existing industrial zoned lands. In AMD we had indicated varying the 13-19 plan. The residential piece was dezoned and the industrial remains in the draft.
- There needs to be a buffer zone between the current residential area of Stamullen north and the industrial area, this should have green open space zoning.

**c) Gormanston**

Support for GCA submission.

**10. Rural Development Strategy**

- a) Nodes - Although on paper it is advantageous to created nodes and properly functioning villages. Some families, in particular, young couples are literally having their dreams dashed as the site next to the family home, is no longer an option to build an affordable dwelling in the pace they grew up in.
- b) RUR OBJ 12 & 13 - the move to the node structure so quickly and drastically it is felt could have a negative impact on the rural parts of south Meath. This would mean the loss of school teachers, less teams in the local gas and a general run down on the already dwindling services in the Ardcaith and Clonalvy areas.

- c) Ross Cross added as a node. Ross Cross has bus stops, bus route, a garage, sports facilities and the R147/ M2 nearby. A node would be suitable at this location
- d) Curragha node is too small and doesn't provide enough of an area for the village to grow sufficiently in the coming years. A review of this area in consultation with the local businesses, school, GAA club and residents is needed.

## **Chief Executive's Response**

### **1. Greenspace**

- a) Refer to submission no. MH-C5-411 in relation to the provision of a public park.
- b) In order to strengthen the community in Ashbourne and to make the town a more attractive place to live a future public park of c. 12 ha, to the south east of the town centre easily accessible for the population which will be advanced during this Plan(refer to submission no. MH-C5-411) This space will supplement the open spaces in the Linear Park and will provide further facilities and recreational areas for residents (ASH CNH OBJ 1). In recognition of the demand for additional areas of active open space c.6.2 hectares of lands have been identified for open space uses adjacent to Donaghmore/Ashbourne GAA club.

### **2. Movement**

- a) ASH OBJ 6 is 'To identify a suitable location for a bus-based Park and Ride facility in Ashbourne while ASH OBJ 16 is an objective of the 'To prepare a Local Transport Plan for Ashbourne in consultation with the National Transport Authority and in accordance with the Transport Strategy for the Greater Dublin Area' and this study will identify the requirements for additional movement infrastructure in Ashbourne.
- b) MOV OBJ 10 is an objective of the Council 'To identify deficits in bus infrastructure and develop a priority list as a basis to secure funding for improvement works, including the provision of bus shelters, bus stops and travel information at stops'. The Council are committed to working with the NTA and all relevant stakeholders to improve public transport infrastructure within the County.
- c) The Draft Plan, Chapter 5, Section 5.8.3 highlights the important role of the N2 corridor. The National Development Plan makes particular reference to and prioritises the upgrade to the N2 from Rath Roundabout to Kilmoon Cross section of road which is already underway. The delivery of these works will continue to be supported and facilitated by the Council and the Council will seek the delivery of the Slane Bypass in the future in conjunction with TII and the Department of Transport, Tourism and Sport. MOV OBJ 31 is set down to ensure continued support for upgrades to the N2 as follows: 'To continue to support and facilitate TII, Fingal County Council, Louth County Council and Monaghan County Council in the planning and delivery of upgrades to the N2, as appropriate. Whilst the Council does not have a direct role in the provision of public transport services, it is actively promoting and facilitating the improvement of both bus and rail services both within and from Co. Meath and is committed to working in conjunction with all transport providers and stakeholders in terms of the delivery of a reliable, accessible and integrated transport network that supports the effect functioning of the county. The Draft Plan includes MOV POL 8 as follows, 'To cooperate with the NTA and other relevant agencies to have ongoing reviews of the network of bus routes in Meath, and to support and encourage public transport operators to provide improved bus services in, and through, the County.
- d) This issue can be addressed as part of the Ashbourne Local Area Plan and Transport Plan preparation process.

### **3. De-zoning & re-zoning Killegland Ashbourne –**

- a) The subject lands have an area of c.0.8ha abutting Killegland graveyard to the south and between two residential developments 'Churchfields' and 'Bourne View'. The graveyard and its surrounding lands to the north of the site have an area of c.0.93ha. The Council is presently progressing the development of a Linear Park along the Broadmeadow River to the north of the site. When completed this will be a quality recreational amenity for local residents. This will be the focal point for the provision of future open space in this part of Ashbourne. The subject site is an infill site which would support the consolidation of development within the built up area of Ashbourne. This is accordance with national policy set out in the NPF whereby National Policy Objective 3c requires at least 30% of all new homes to be delivered within the existing built up footprint of settlements. As part of any development of these lands an appropriate provision of open space would be required to be provided for future residents.
- b) In relation to the zoning of 7 acres of lands to between Churchfields and the M2 please refer to MH-C5-341 which relates to these lands. The requirement for any additional residential zoning will be further assessed as part of the Ashbourne LAP process.
- c) It is noted that a significant portion of the lands at Killegland relates to a grant of permission for a primary school as per AA/191243 and therefore should be rezoned from A2 New Residential to G1 Community Infrastructure. Submission no. MH-C5-824 from the Department of Education outlines the longer term requirement for post primary accommodation in Ashbourne and states that there is sufficient capacity on the existing Minister owned land at Killegland should one be required. It is therefore recommended that the lands to the east of AA/191243 should also be rezoned to G1 Community Infrastructure. The remainder of the A2 New Residential zoning should remain as is owing to the proposal by the Council to build 76 social houses.

### **4. Economy & Employment**

- a) The Ballymadun lands in Fingal will be subject to a Masterplan which submission no. MH-C5-653 from FCC states that they will work closely with MCC on preparing a masterplan for their Strategic Employment Lands at Ballymadun.
- b) A Masterplan was prepared for the Strategic Employment lands at Rath and agreed by MCC in 2013. With the proposed zoning amendments an updated Masterplan will be required which will detail the integration of the Masterplan lands with adjoining zoned lands including those at Ballymadun. Due to the configuration of the lands, access to the Ballymadun employment lands in Fingal, can only be provided via the Rath roundabout.
- c) MOV OBJ 16 states that it is an objective of the Council 'To identify and develop suitable lands to provide for Park and Ride facilities at appropriate locations in the County' while ASH OBJ 6 is 'To identify a suitable location for a bus-based Park and Ride facility in Ashbourne.
- d) Ashbourne is the second largest retail centre in the County. This is recognised in its designation as a Level 3 Centre in the Retail Hierarchy for the County. The strong retail offer in the town centre is an important anchor for the town and its hinterland. (Please refer to Chapter Economy and Employment and Appendix 4 Retail Strategy). The allocations shown in Table 4.3 & 4.4 for additional convenience and comparison retail floorspace in Kells, Trim and Ashbourne reflect their status and their projected growth over the life of the Plan.

### **5. Climate Change**

In accordance with HER POL 48 it is an objective of the Council 'To manage, enhance and

protect the wetlands of the County having regard to the 'County Meath Wetland Survey 2010' and ensure that there is an appropriate level of assessment in relation to proposals which would involve draining, reclaiming or infilling of wetland habitats'. The Council would be supportive of any proposal to preserve and reinstate bogland however the lands would appear to be in private ownership.

## **6. Cultural & Natural Heritage**

a) In accordance with GOR OBJ 8 it is an objective of the Council 'To develop a River Linear Park/Walk along the Delvin River which would benefit local residents and college students, subject to appropriate environmental assessments, in conjunction with relevant stakeholders'. The provision for car parking would have to be considered as part of this objective.

b) These lands are zoned for E2 General Enterprise purposes in the current Plan and form part of a wider E2 zoning at this location with beneficial site frontage onto the R135. The specific zoning for same can be further explored as part of the Ashbourne LAP.

## **7. Community Building Strategy –**

It is unclear as to what is being sought with regard to SOC POL 13. SOC POL 13 refers to access for people with disabilities having regard to the Building Regulations. It should be noted however, that policies are included in the DM Chapter 11 which relate to naming of housing developments in English accompanied by Irish Translations as well as Bilingual street name plates. (DM OBJ 51 and DM OBJ 52 refers)

## **8. Development Management Standards**

Refer to MH-C5-145 which addresses the issue of recycling centres.

## **9. Volume 2: Settlements**

a) **Kilbride** - Support for Kilbride development group submission is noted.

b) **Stamullen**

- Support for Stamullen Community Group submission is noted.
- In relation to the provision of a recycling facilities it is an objective of the Council (STA OBJ 18) to provide for the expansion of existing community facilities on lands surrounding Stadalt House subject to the availability of services.
- It is recognised that Stamullen has no public park or playground. The identified areas of open space are largely undeveloped, including 7 Ha of land on the northern bank of the Delvin River. the provision of a walkway along the Delvin River and the development of these lands to provide for both active and passive open space is a key priority of the plan, in order to provide much needed amenity provision in the town, including a public playground. Spot objective 1 on the land use zoning ap identifies the location of these lands.
- Furthermore, lands located to the west of the town east of Stadalt house have been identified for future potential development of a public playground. Development in this area should allow for access to the Riverside walk at design stage.
- As part of the review of the County Development Plan it is required as per Section 10 (1A) of the Planning and Development Act 2000, as amended that a core

strategy is provided. The core strategy requires that the planning authority outline the population growth for a settlement in line with national and regional policy and ensure that a sufficient quantum of land is provided so as to allow for the delivery of this population growth. Essentially, as outlined in the Guidance Note on Core Strategies issued by the Department, the Core Strategy must provide a transparent evidence-based rationale for the amount of land proposed to be zoned for residential and allied mixed-use zonings. It is considered that the proposed amendment is not consistent with the population projections outlined at a regional level and without the provision of an evidence base the proposed amendment would be inappropriate. The proposed level of growth and therefore land use zonings proposed for Duleek in the Draft Plan is consistent with the national and regional planning policy and as such no amendment is proposed in this regard.

- A linear strip of houses is located along the western edge of the E3 Warehousing / Distribution lands. While it is accepted no specific buffer zone areas have been identified it is recognised that a substantial area zoned for existing residential lands (A1) exists to the rear of these properties. Furthermore, any future planning applications associated with the E3 lands will be required to demonstrate / provide detailed landscaping plans in order to integrate any future development with the surrounding area and to protect the amenity of surrounding residential areas.

**c) Gormanston**

Support for GCA submission.

## **10. Rural Development Strategy**

In relation to points a and b please refer to grouped themed 'rural housing policy' submissions for CE response and recommendation.

In relation to the request for additional lands at Curragha Node and the inclusion of an additional node at Ross Cross, it should be noted that many submissions have requested the designation of additional nodes and extensions to existing nodes. The quantum and location of land identified for development in the County is directly influenced by the Development Plan's Settlement and Core Strategy. Based on the evidence-based approach adopted in the Core Strategy for the County, it is clear, that Meath has a significant and sufficient quantum of land designated to meet the regional targets for the Development Plan period.

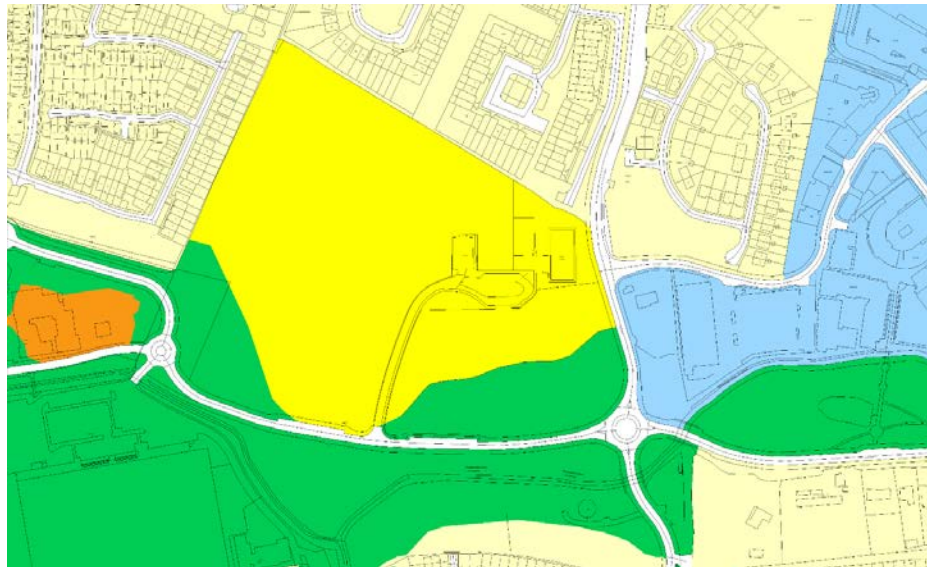
Lands designated in rural villages and rural nodes are sufficient in area to accommodate local rural based housing need across the County. With regard to the proposal to include Ross Cross, it is considered that the close-by designated rural nodes at Edoxstown and Rathfeigh are adequate in area to accommodate the local rural based housing need in this area.

Furthermore, designating additional rural nodes would result in a development pattern with deficiencies in terms of the provision of basic infrastructure and public services, in addition to unsustainable travel patterns, encroachment onto and loss of valuable agricultural lands and adverse visual impact, contrary to proper planning and sustainable development.



### Chief Executive's Recommendation

It is recommended that the portion of the site to which AA/191243 relates should be rezoned from A2 New Residential to G1 Community Infrastructure.



Draft Plan Land Use Zoning Map



Proposed amended Land Use Zoning Map

Submission no. MH-C5-824 from the Department of Education outlines the longer term requirement for post primary accommodation in Ashbourne and states that there is sufficient capacity on the existing Minister owned land at Killegland should one be required. It is therefore recommended that the lands to the east of AA/191243 should also be rezoned to G1 Community Infrastructure.

<b>Submission No.:</b>	MH-C5-873
<b>Submitted by:</b>	Jim Brogan Planning Consultant on behalf of Ashbourne Golf Club
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission relates to the lands at Ashbourne Golf Club which covers 48.8ha. In the existing Development Plan the lands are zoned for F1 Open Space. The issues which the golf club has faced with ball trespass into a recently constructed housing development has been outlined and it is stated that this resulted in 3 course holes having to be re-designed at considerable expense.</p> <p>It is stated that there is no provision in the Draft Plan for any form of buffer zone in the vicinity of the Golf Club, as is the case in the existing Development Plan. It is requested that Subsection 7.7.6 'Existing Sport &amp; Leisure Infrastructure' includes a policy statement committing the Council to the protection, retention and enhancement of these sporting facilities. Developments along the perimeter of long established sports facilities can seriously compromise the objective of protecting them and have adverse implications for the sports facilities core activities and lead in disputes.</p> <p>The European Institute of Golf Course Architects recommends that in the case of sensitive boundaries i.e. where educational or residential development is proposed the clearance from the centre of the fairway should be 100 metres. This submission requests that a specific provision be included that where development is being proposed within 50 metres of the boundary of a golf club there will be an obligation on the developer to undertake such protection measures as are deemed necessary by the Council to ensure that the subject development will not interfere with the operational capacity of the club.</p> <p>Re-assurance is also sought from the Council that no acquisition of land is proposed along the roadside boundary to the Milltown Road as this would lead to the loss of the 12<sup>th</sup> hole and could raises issues about the viability of the club.</p>	
<b>Chief Executive's Response</b>	
<p>There is no new residential proposed in proximity to the Golf Club. All adjoining residential zoned lands are existing residential developments and any proposed residential is most likely to be on a one-off basis. Owing to there being no new residential zoning proposed in proximity to the Golf Club it is not considered necessary to install a buffer area between the Golf Course and adjoining zoned lands.</p> <p>Section 7.7.6 'Existing Sport &amp; Leisure Infrastructure' contains a number of policies to support and encourage community groups and relevant bodies in the provision and development of facilities and the Council is committed to working with all relevant groups/organisations. The impact of any proposed adjoining development to existing facilities will be assessed on a case by case basis in the assessment of planning applications.</p> <p>There are currently no plans by the Council to acquire lands along the Milltown Road for road widening.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended	

<b>Submission No.:</b>	MH-C5-897
<b>Submitted by:</b>	Joe Bonner Town Planning Consultant on behalf of Ashbourne & District Community

	Council
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission relates to lands at Ashbourne Community Centre, Dublin Road, Milltown, Ashbourne. The submission is seeking that the A2 Residential zoning of the land is reinstated and it appears from the Chief Executives response to a Motion by Councillor Joe Bonner seeking that “60% of the existing A2 ‘New Residential’ zoning on the lands at the Ashbourne Community Centre are retained to enable the delivery of an enhanced and expanded community facility” that the Planning Authority, is not aware of the zoning history of these lands or the important role that the A2 residential zoning has not just for Ashbourne and District Community Council, but for the entire Ashbourne Community.</p> <p>In responding to the Motion, the Chief Executive stated that: <i>-The zoning of c.3.2 ha of lands at Ashbourne Community Centre was changed from A2 ‘New Residential’ to G1 ‘Community Infrastructure’ to reflect its current use as a sports ground and baseball pitch. This change of zoning was an important part of the residential analysis for the town as it identified what lands are likely to be developed during the life of the Plan. Taking account of the current use on these lands it is unlikely that they would be developed for residential use during the life of this Plan. Any changes to these circumstances can be reviewed as part of the Ashbourne Local Area Plan.</i></p> <p>All lands that are zoned ‘A2’ Residential have some other function or use at the time they are zoned, usually agricultural and while the current use of the lands is sports fields, it has always been the plan to develop part of the holding to enable the residual part of the landholding to be self-financing and remain a functioning and sustainable part of the Ashbourne Community. The above response is not acceptable and upon review is without substance or foundation.</p>	
<b>Chief Executive’s Response</b>	
<p>The zoning of c.3.2 ha of lands at Ashbourne Community Centre was changed from A2 ‘New Residential’ to G1 ‘Community Infrastructure’ to reflect its current use as a sports ground and baseball pitch. This change of zoning was an important part of the residential analysis for the town as it identified what lands are likely to be developed during the life of the Plan. Taking account of the current use on these lands it is unlikely that they would be developed for residential use during the life of this Plan. Any changes to these circumstances can be reviewed as part of the Ashbourne Local Area Plan.</p>	
<b>Chief Executive’s Recommendation</b>	
NO change recommended.	

<b>Submission No.:</b>	MH-C5-901
<b>Submitted by:</b>	Joe Bonner Town Planning Consultant on behalf of N2 Auto Salvage Limited
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission relates to N2 Auto Salvage Ltd 2.6km south of Ashbourne. In order to enable the business to continue growing at an incremental rate it is seeking the inclusion of a Policy in the County Development Plan 2020-2026 that will facilitate its further expansion in the future if and when the demand arises. The submission is seeking that a policy is included as follows;</p> <ul style="list-style-type: none"> <li>ED POL XX To support and facilitate the sustainable expansion and growth of established</li> </ul>	

rural micro enterprises to between 10-20 employees, where it can be demonstrated that the use is not compatible with being relocated to a designated settlement centre.

In addition, it is requested that a specific objective is applied to the lands adjacent to the existing N2 Auto Salvage Limited business that will facilitate: -

1. The expansion of N2 Auto Salvage Limited into the adjacent lands.
2. The provision of Civic Amenity site to serve the wider community that will complement and have a synergy with the existing recycling that takes place on the site.

#### **Chief Executive's Response**

1. It is the policy of the NPF 'to enhance the competitiveness of rural areas by supporting innovation in rural economic development and enterprise through the sustainable diversification of the rural economy into new sectors and in particular those with a low or zero carbon output'. This Plan accepts that there is a need to develop a rural economy that offers viable and sustainable employment for existing communities. There is also a need to strengthen the provision / retention of services, regenerate rural communities and promote the economic development of rural areas. This manifests itself in the need to both acknowledge the need for, and promote the development of, small scale enterprises in rural areas.

The Chief Executive recognises that there is no specific policy within the Draft Plan to facilitate the expansion of an existing rural enterprise. ED POL 20 contained in the current CDP makes provision for such a case *'To normally permit development proposals for the expansion of existing authorised industrial or business enterprises in the countryside where the resultant development does not negatively impact on the character and amenity of the surrounding area. In all instances, it should be demonstrated that the proposal would not generate traffic of a type and amount inappropriate for the standard of the access roads. This policy shall not apply to the National Road Network.*

It is recommended that ED POL 20 as detailed above is reinstated in the Plan to facilitate the expansion of existing authorised rural enterprises.

2. The extent and location of civic amenity facilities is assessed on an ongoing basis in line with existing and expected facility improvements as set out in the Capital Investment Plan. This project is not included within this programme.

The provision of a Civic Amenity / Recycling Centre for Ashbourne was raised on a number of occasions and most recently during consideration of the Council's 5 year Capital programme. As advised in the course of such discussions the estimated cost of providing such a facility, and excluding site acquisition and operating costs, would be in the region of €2m however no provision has been made in the said programme for this facility and nor is any departmental funding available.

It is understood that in addition to the use of the Bottle Bank in Ashbourne many local residents use the 4 Civic Amenity Sites in the County (one private) as well as five such facilities located in the neighbouring Counties of Louth and Fingal .

The subject lands are removed from the town of Ashbourne in a rural area and therefore it would not be considered an appropriate location for a civic amenity site and would result in undesirable traffic movements at a location where the maximum speed limit applies.

**Chief Executive's Recommendation**

Add in new policy in Rural Enterprise Section of Economy and Employment Strategy – refer to submission no. MH-C5-901.

<b>Submission No.:</b>	MH-C5-902
<b>Submitted by:</b>	Tom Byrne Designs on behalf of Mr. Brian Ward
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
This submission relates to lands to north of Campus Ashbourne Service Station, Ashbourne and requests the re-zoning of the land to the north of Campus service station from A1 to B1 to match the remainder of the site. In the Draft Plan the entire site is zoned for C1 Mixed Use purposes.	
<b>Chief Executive's Response</b>	
The site is proposed to be rezoned from A1 to C1 as per the Draft Plan. There is an existing filling station/shop onsite and a C1 zoning is considered appropriate owing to the existing use onsite. The site is removed from the town centre and therefore a B1 Town Centre zoning is not considered appropriate for this site.	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-946
<b>Submitted by:</b>	Paul Daly
<b>Submission Theme(s):</b>	Written Statement - Ashbourne
<b>Summary of Submission:</b>	
This submission relates to the need for additional park space and the Council should be making representations to have the Luas line extended from Charlestown to Ashbourne in the future.	
<b>Chief Executive's Response</b>	
In addition to improving access to bus services, consideration must also be given to the feasibility of providing a rail link to Ashbourne in the long term. As part of the reappraisal of Phase II of the Navan Rail Project it is considered that there is an opportunity to examine the feasibility of including a spur from this rail line to Ashbourne (via Ratoath). It is an objective of this Plan to engage with Irish Rail and the National Transport Authority to examine the feasibility of providing this rail link.	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-960
<b>Submitted by:</b>	NDBA Architects on behalf of Mr. David Farrell



<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
This submission relates to 20ha of lands at the junction of the R125 and the M2 link road at Nine Milestone, Ashbourne. The submission requests that the lands be rezoned for use as Burial Grounds/Grave Yards/Cemeteries or for use as Retail or Retail Warehouse Park uses related to the adjacent M2 Motorway.	
<b>Chief Executive's Response</b>	
There are sufficient lands zoned for G1 Community Infrastructure in Ashbourne and a relatively new Burial Ground located to the north of Ashbourne which has sufficient spare capacity. There is also an existing Retail Park located to the north of Ashbourne which has a high vacancy rate and it would not be in the interest of the proper planning and sustainable development of the area to zone lands for another Retail Park. There are also sufficient zoned lands for retail uses within Ashbourne Town Centre where there is also a high vacancy rate.	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-961
<b>Submitted by:</b>	Gráinne Mallon Architect Planning Consultant on behalf of The Balbirnie Family
<b>Submission Theme(s):</b>	Land Use Zoning - Ashbourne
<b>Summary of Submission:</b>	
This submission relates to 5.6ha of lands located to the south of Ashbourne with frontage onto the R125. The lands are located outside of the development boundary and is zoned RA. The submission states that the lands are located between 2 areas of land located within the development boundary and are surrounded on all sides by an established cluster of residential units. The submission outlines that there is a lack of residential zoned lands within Ashbourne which will impact on the town providing for its projected growing population.	
The submission also states that there is no provision for a retirement complex within Ashbourne and that the subject site given its location surrounded by low density housing could provide a suitable site for a retirement village and it is requested that a specific objective be included within the Ashbourne Plan for such a development on these lands.	
<b>Chief Executive's Response</b>	
The lands are not contiguous to the urban built up area of Ashbourne and would result in a linear form of development on the approach to the town. It will be a priority of the Land Use Strategy for Ashbourne to consolidate development in the centre of the town and improving connectivity and permeability between new residential developments and the town centre. The growth of Ashbourne will continue to be based around the principles of compact, sustainable neighbourhoods. Additional zoning at this location would militate against the objective to achieve a compact urban settlement, would be contrary to the sequential approach and would be contrary to principles of sustainable development and result in urban sprawl at this location.	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-968
<b>Submitted by:</b>	Cllr Joseph Bonner

<b>Submission Theme(s):</b>	Written Statement - Ashbourne
<b>Summary of Submission:</b>	
<p>This submission requests specific objectives be included in the new Plan;</p> <ol style="list-style-type: none"> <li>1. That the open space in developments must be provided in sufficient parcels to be of use for recreational purposes</li> <li>2. That a parcel of land with an area of c.12ha is identified and zoned for a public park in Ashbourne. A specific objective for this park to be delivered within the lifetime of the plan and in Phase 1 of the development of the Masterplan.</li> <li>3. Deliver a limited commercial corridor on lands along the old N2 from the Nine Milestone roundabout southwards to the Fingal border.</li> <li>4. That residential developments of 10 or more units must provide a play area of sufficient size and adequately equipped to meet the needs of the projected population of the development and be adequately overlooked.</li> <li>5. To zone adequate lands specifically for playgrounds in proximity to existing and proposed neighbourhoods – Objective SOC POL 37 in the existing Plan isn't working.</li> <li>6. No house can be occupied in housing developments until the finished roads, footpaths, public lighting, open space and play areas are constructed as per specifications and phasing must be clearly stated in planning applications.</li> <li>7. To identify lands for a Civic Amenity site in the Ashbourne Municipal Area.</li> </ol>	
<b>Chief Executive's Response</b>	
<ol style="list-style-type: none"> <li>1. Chapter 11 of the Draft Plan sets out the development standards and land use zoning objectives to be applied in the assessment of planning applications to ensure that development takes place in an orderly manner in the interests of the common good. Public open space within residential developments should be designed so as to complement the residential layout and be informally supervised by residents. A variety of types and sizes of open spaces should be provided at suitable locations to cater for the active and passive recreational needs of children and adults of all ages. Chapter 11 contains a number of objectives in relation to the design, layout and functionality of public open space. DM OBJ 39 states that <i>'The location, siting and design of the open space shall have regard to the following:</i> <ul style="list-style-type: none"> <li>• <i>Be well designed and of a high visual standard, generally flat, so that it is functional and accessible to all;</i></li> <li>• <i>Provide for the retention of natural features, for example; trees, hedgerows and wetland sites, and incorporate same into public open space areas, where possible.</i></li> <li>• <i>Include proposals for drainage and landscaping of the public open space;</i></li> <li>• <i>Houses shall not be permitted to back onto open spaces;</i></li> <li>• <i>Provide high levels of natural surveillance and overlooking by as many houses as possible'.</i></li> </ul> <p>DM OBJ 34 also requires that public open space shall be provided for residential development at a minimum rate of 15% of the total site area.</p> </li> <li>2. In order to strengthen the community in Ashbourne and to make the town a more attractive place to live it is an objective of this Plan to prepare a Master Plan for the delivery of a public park. This space would be a gathering place for families and various groups and organisations, and would be an important resource in promoting an active and healthy lifestyle. There is an opportunity to deliver this park as part of a mixed use development that would include public amenities, residential, and employment uses. The</li> </ol>	



total quantum of land dedicated to each land use in addition to the location of these uses shall be agreed with the Planning Authority as part of the preparation of the Master Plan. The Council are committed to working with the relevant stakeholders to ensure that the subject masterplan and lands are developed during the lifetime of this Plan and that the public park will be provided for in Phase 1 of the development. This can be agreed as part of the preparation of the masterplan

3. These lands are located to the south of the development boundary of Ashbourne along the R135, which is identified as a strategic transport corridor on Map 9.2 of the Draft Plan. This area is presently characterised by agricultural lands and individual rural dwellings.

Whilst this Plan has identified Ashbourne as a strategic centre of employment and is supportive of economic investment in the town, the designation of the location identified as a commercial corridor would undermine the growth strategy for the town, which is the creation of a compact settlement with employment and services close to where people live.

In addition to creating urban sprawl and undermining development in the urban core of the town, the R135 is a heavily trafficked strategic corridor that is a key transport route to Dublin. In order to preserve traffic movements along this transport corridor, future access onto this road is to be restricted. Priority will therefore be given to identifying suitable locations on zoned lands within the built up area of Ashbourne for commercial and employment related development.

4. Chapter 11 of the Draft Plan sets out the development standards and land use zoning objectives to be applied in the assessment of planning applications to ensure that development takes place in an orderly manner in the interests of the common good. Public open space within residential developments should be designed so as to complement the residential layout and be informally supervised by residents. A variety of types and sizes of open spaces should be provided at suitable locations to cater for the active and passive recreational needs of children and adults of all ages.
5. As part of the creation of sustainable communities the Draft Plan recognises the importance of children's playgrounds and associated facilities. Objective SOC POL 37 in Chapter 7 'Community Building Strategy' is as follows: "To facilitate the development of children's play areas and playgrounds in proximity to existing and proposed neighbourhoods, where feasible." In addition to this objective, in settlements where a requirement has been identified for a playground a supporting objective has been included in the Written Statement. It is considered that these policies and objectives support the requirement to identify lands for playgrounds as requested.
6. The Planning Authority do apply a condition to all grants of planning permissions for residential developments that no dwelling units shall be occupied in housing developments until the finished roads, footpaths, public lighting, open space and play areas are constructed as per the specifications. If not submitted with the planning application a condition does also be attached to a grant of permission regarding the submission of a phasing plan for the written agreement of the Planning Authority.

7. The extent and location of civic amenity facilities should be assessed on an ongoing basis

in line with existing and expected facility improvements as set out in the Capital Investment Plan. This project is not included within this programme.

The provision of a Civic Amenity / Recycling Centre for Ashbourne was raised on a number of occasions and most recently during consideration of the Council's 5 year Capital programme. As advised in the course of such discussions the estimated cost of providing such a facility, and excluding site acquisition and operating costs, would be in the region of €2m however no provision has been made in the said programme for this facility and nor is any departmental funding available.

It is understood that in addition to the use of the Bottle Bank in Ashbourne many local residents use the 4 no. Civic Amenity Sites in the County (one private) as well as five such facilities located in the neighbouring Counties of Louth and Fingal.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-532
<b>Submitted by:</b>	Darren O'Rourke TD
<b>Submission Theme(s):</b>	Volume 1 - Written Statement
<b>Summary of Submission:</b>	
<p>This submission includes the following observations;</p> <ul style="list-style-type: none"> <li>Request to note the submitter's support for the submission of the Stamullen Development Plan Working Group, Millbourne Residents in Ashbourne; and for the submissions of Sinn Féin public representatives Cllrs. Aisling O'Neill, Eddie Fennessy, Michael Gallagher and Johnny Guirke TD.</li> <li>Propose that the provisions of the Meath County Development Plan 2013-2019 as apply to rural one-off planning be maintained.</li> </ul> <p><b>Volume 1:</b></p> <ol style="list-style-type: none"> <li>Section 1.4.4.4. (and elsewhere as appropriate): To add "Ashbourne, lands at Rath Roundabout" to list of additional strategic sites</li> <li>Section 3.4.2: To add 1) Duleek as a Self-Sustaining Town 2) Ashbourne as a Key Town</li> <li>Section 3.6: To add the following: The Council will act to ensure that developments happen in a phased and sequential manner and will use every available avenue to ensure this is the case. The Council will act to ensure community and recreational facilities are delivered in tandem with residential development.</li> <li>SH POL 6: To add the words "and people with disabilities" after "for older people"</li> <li>SH OBJ 16: To replace "social housing" with "social and affordable housing"</li> <li>SH OBJ 27: To replace "5%" with "20%"</li> <li>To add SH OBJ: For the duration of the Plan, all new housing estates should be named as Gaeilge, with signage provide as Gaeilge alone, or bilingually with Gaeilge and English equal.</li> </ol>	

8. To add SH OBJ: To pursue all new developments for an additional voluntary Part V allocation with a view to delivering additional social and affordable housing in in the County.
9. To add SH OBJ: In the lifetime of the Plan, to increase the Council's stock of emergency accommodation for those experiencing homelessness and for those fleeing domestic violence.
10. To add ED POL: That no permission will be given for new hot food takeaways within 1 kilometre of primary and/or secondary schools"
11. To add ED OBJ: To continue to advance the case for Ashbourne's inclusion in the Dublin Metropolitan Area.
12. To add ED OBJ: To progress the upgrade of the N2 between the Rath Roundabout and Kilmoon Cross and work with others to deliver improved public transport links for Ashbourne, including bus, cycle and rail.
13. ED OBJ 40: At end add: "having first considered the range of alternative route options to the east of Dunshaughlin
14. Section 4.10: Add ED OBJ: That Meath will become a exemplar in delivering community-model renewable energy development.
15. Add ED OBJ: To adopt and implement the Tara Management Plan and to work with local stakeholders to provide an attraction with ample facilities for visitors and which preserves the heritage of the site.
16. Section 5.6.1: To delete the first paragraph. The state IS in a position to invest in transport. It chooses not to.
17. MOV POL 5: To replace with: "To deliver the Dunboyne-Navan rail line within the lifetime of the Plan"
18. Add MOV OBJ: To work with community and bus providers to facilitate the expansion of bus service into poorly served areas, including rural areas.
19. Add MOV OBJ: To identify and develop suitable lands to provide for Park and Ride facilities at appropriate locations in Ashbourne.
20. Add MOV OBJ: To request the submission of traffic calming plans as part of all new housing developments.
21. MOV OBJ 31: Insert "including N2 from Rath Roundabout to Kilmoon Cross" after "upgrades to the N2,"
22. MOV OBJ 34: Insert at end "including the N52 as it traverses the county."
23. Add MOV OBJ: "To deliver the N2 upgrade between Rath Roundabout and Kilmoon Cross within the life of the Plan."
24. Add INF OBJ: "To work with Government and others as appropriate to ensure Irish Water is not an impediment to development in Co. Meath. To press Government to ensure that Irish Water shifts its priorities to reflect the National, Regional and County Plans rather than the other way around. This, with particular reference to the current situation in places like Stamullen and Kells."
25. INF POL 34 and INF OBJ 39: Insert at end: "That it will be the policy of Meath Co. Co. to promote and support community models of ownership which have been shown to increase

support for renewable projects amongst surrounding communities.”

26. Add INF POL: To oppose the North South Interconnector proceeding overground and to call on EirGrid and Government to engage with communities to find a resolution to this ongoing matter.

27. Add INF OBJ: “To work to secure a regional office of the Environmental Protection Agency in Duleek, given the concentration of facilities in the area.”

28. Add INF OBJ: “To deliver, within the lifetime of the Plan, a recycling centre in the Ashbourne and Laytown/Bettystown Municipal Districts.

29. Add INF OBJ: To oppose the further expansion of the Knockharley landfill.

30. Add INF OBJ: To prepare a options paper considering the practicalities associated with taking domestic bin collection back under control of the Local Authority.

31. SOC POL 6: Insert at end: “It will be the Council’s responsibility to ensure the delivery of playgrounds, parks and other green spaces in tandem with residential and commercial development. Masterplans will be prepared by Meath Co. Co., and developments phased, to help co-ordinate and ensure delivery.”

32. SOC POL 21 and SOC POL 23: Replace “Rural Nodes” with “Rural areas”

33. SOC OBJ 10: To delete “over the life of the Development Plan” and insert “by end 2022”

34. SOC OBJ 11: To replace “Drogheda Southern Environs, Dunboyne and Ashbourne” with “Ashbourne, Drogheda Southern Environs and Dunboyne”.

35. Add HER OBJ: To adopt and implement the Tara Management Plan and to work with local stakeholders to provide an attraction with ample facilities for visitors and which preserves the heritage of the site.

36. Add HER OBJ: To develop a major pollution incident management plan within the lifetime of the Development Plan.

37. DM POL 12: At end add “and will be agreed by majority vote at Municipal District level.”

38. Add DM POL: “The proposed name for all residential developments shall be as Gaeilge only or bilingual, with an English translation and equal prominence, save for Gaeltacht areas where Gaeilge amháin applies.”

39. DM OBJ 51: Replace first sentence with “Names shall be in Irish accompanied by an English translation.”

40. DM OBJ 54: Replace last sentence with: “The names shall be decided at Municipal District level in consultation with the Meath County Council Naming Committee.”

41. Add DM OBJ: To encourage and support the use of the Irish language on shop front signage will be encouraged.

42. Add DM POL: Oppose any proposed hydraulic fracking and cyanidation in Meath.

43. Add DM POL: “That it will be the policy of Meath Co. Co. to promote and support community models of ownership which have been shown to increase support for renewable projects amongst surrounding communities.”

44. Add DM POL: To oppose the North South Interconnector proceeding overground and to call on EirGrid and Government to engage with communities to find a resolution to this ongoing matter.

**Volume 2:**

**Ashbourne:**

To create new ASH SOC OBJ 1: To secure lands, develop and open to the public a new public park of regional scale in Ashbourne before the end of 2022.

- In the event that lands identified in ASH OBJ 21 are not made available that they shall be acquired through Compulsory Purchase Order or alternatively that other suitable lands shall be identified immediately and acquired, again by Compulsory Purchase Order if necessary, to provide a public park in Ashbourne.

- That the only available remaining greenspace at Millbourne Avenue, Ashbourne be zoned greenspace and the residential zoning be re-allocated to another suitable site in Ashbourne. I support the submission of Millbourne Residents in this regard.

Reorder objectives: New number 1 above; Make number 3 the new number 2. Make original numbers 1 and 2 the new numbers 3 and 4.

New ASH SOC OBJ: To deliver a public swimming pool for Ashbourne and Ratoath.

**Duleek:**

Add new DUL CNH OBJ (after 5): "To work to support the establishment of a regional office of the Environmental Protection Agency in Duleek, given the range of waste and other facilities in the area."

**Kentstown:**

Add new KEN OBJ: "To oppose any expansion of the Knockharley landfill."

Add new KEN OBJ: "To work with the Kentstown Village Project group to deliver the Kentstown Village Park within the lifetime of this Development Plan."

**Chief Executive's Response**

The submission support for the submission of the Stamullen Development Plan Working Group, Millbourne Residents in Ashbourne; and for the submissions of Sinn Féin public representatives Cllrs. Aisling O'Neill, Eddie Fennessy, Michael Gallagher and Johnny Guirke TD is noted.

With respect to the rural housing policy, please refer to Part 3 of Report 'Group Themed Submissions' specifically grouped themed submission no. 1 which relates to Rural Housing Policy.

**Volume One**

**1** – In relation to this matter it should be noted that the list of strategic sites has been updated and this is particularly relevant to Ashbourne. As such it is recommended that the submission author refer to the response of submission number MH-C5-411.

**2** – As per the response to the OPR (MH-C5-816) it is noted that the settlement hierarchy has been updated. In this regard it should be noted that Duleek has been specified as a self-sustaining town. With regard to the designation of Key Towns it should be noted that the status of Ashbourne has been addressed as part of the response to the OPR (MH-C5-816) who requested that Ashbourne be designated as a self-sustaining town. As such it has been considered appropriate that it remain as a self-sustaining growth town as designated in the Draft Plan. Furthermore, it should be noted that the Key Towns in the region are outlined in the EMRA RSES and as such the designation of Ashbourne as a Key Town at this time would be contrary to regional planning policy.

**3** - In relation to the sequential delivery of housing units this has already been addressed as part of Section 3.4.1.1 and will be supported by the introduction of a new policy objective relating to the implementation of the Active Land management Strategy, as noted in the response to the OPR (MH-C5-816). In relation to the delivery of physical and social infrastructure being delivered in tandem with housing development, this has already been addressed as part of CS OBJ 12.

**4** – This wording is already reflected in SH POL 6 published as part of the Draft Plan.

**5** – In relation to this proposed amendment it is not considered appropriate to change this wording as the research undertaken as part of the preparation of the Draft Plan has noted that there is a specific shortfall in the provision of social housing in Trim, Ashbourne, Ratoath, Dunboyne, Dunshaughlin and it is not considered appropriate to include affordable housing in this category at this time.

**6** – It is initially noted that SH OBJ 27 does not appear to relate to this matter as “5%” is not used in this wording of this objective. It is assumed that the requested amendment relates to SH OBJ 28. It is considered that “Building for Everyone: A Universal Design’ developed by the Centre for Excellence in Universal Design (National Disability Authority)” requirement for 5% of new units to have universal design is appropriate and is consistent with the evidence base outlined in this document. Without the provision of a comprehensive and detailed evidence base for the provision of 20% as part of this objective, it would be considered inappropriate to amend this objective.

**7** - This matter has been addressed in the Draft Plan as per DM OBJ 51 and will be included as part of the revised Development Management Chapter.

**8** – It is considered that this matter is already addressed as part of SH OBJ 16. As such no further amendment is required. It is considered that this matter can be reviewed as part of the Local area Plan process or in line with any updates that are provided as part of Ministerial Guidelines for Development Plans.

**9** – It is considered that this matter has been addressed as part of SH OBJ 14 and the precise details of the implementation of the homeless action plan should be discussed with the Housing section outside of the Development Plan process, which is not the appropriate mechanism to addressing the details of the provision of emergency accommodation.

**10** – This matter has been addressed as part of DM POL 23 and as such the proposed amendment is not required.

**11** – This matter has been addressed as part of the response to the OPR (MH-C5-816) where a revised SH OBJ 11 has been provided to reflect this matter.

**12.** This was raised as a notice of motion, the response for which remains relevant. The Draft Plan, Chapter 5, Section 5.8.3 highlights the important role of the N2 corridor. The National Development Plan makes particular reference to and prioritises the upgrade of the N2 from Rath Roundabout to Kilmoon Cross which is already underway. The delivery of these works will continue to be supported and facilitated by the Council and the Council will seek the delivery of the Slane Bypass in the future in conjunction with TII and the Department of Transport, Tourism and Sport.

The Council is also strongly committed to the promotion of sustainable means of travel,



including public bus services and the encouragement of modal change from private car to such sustainable means of travel. Whilst the Council does not have a direct role in the provision of public transport services, it is actively promoting and facilitating the improvement of both bus and rail services. Measures to improve transport links in Ashbourne are reflected in the following objectives:

*ASHOBJ 14: To safeguard, in conjunction with the National Transport Authority and all relevant stakeholders, the efficient operation of buses on the R135 and support measures to increase the level of service by bus to and from Ashbourne*

*ASH OBJ 15: To support the preparation of a feasibility study exploring the potential of rail connection to Dublin by means of a spur serving Ashbourne and Ratoath from the Navan-Dublin line.*

*ASH OBJ 16: To prepare a Local Transport Plan for Ashbourne in consultation with the National Transport Authority and in accordance with the Transport Strategy for the Greater Dublin Area.*

The public transport needs of Ashbourne will be further examined as part of the review of the Ashbourne Local Area Plan.

**13**– ED OBJ 40 relates to the Dunshaughlin Business Park and as such it is assumed that this request relates to ED OBJ 39. This matter has been addressed as part of the response to the OPR (MH-C5-816) and revised wording has been proposed for this objective as part of that Plan.

**14** – It is considered that this matter has been addressed extensively as part of Section 6.15.3 Renewable Energy as well as the associated policies and objectives outlined as part of this section. In this regard it is not considered necessary to include the proposed amendment at this time. It is noted as part of INF OBJ 47 that it is proposed to investigate the preparation for a renewable energy strategy for the county and it is considered that the proposed amendment should only be included on such a strategy is prepared, and a comprehensive approach to the development of renewable energy sources is outlined.

**15** It is considered that this matter is appropriately addressed as part of ED POL 41, ED POL 56 and through ED OBJ 73. Furthermore, it is unclear which plan is being referred to as the “Tara Management Plan” and in the absence of any further details as part of this submission it is not appropriate to include the submitted amendment.

**16** It is not considered appropriate to remove the statement in Section 5.6.1 regarding the limited capacity of the state to invest in transport networks. It is the understanding of Meath County Councils that investment in transport must be balanced with investment in other forms of public expenditure and as such, investment in transport is constrained. The onset of Covid 19 and consequent economic implications are set to create further uncertainty around the delivery of transport projects.

It should be noted however, that both the NTA and TII have and are investing significantly in developing Transportation projects throughout the county, including the Navan 2030 Project, Ashbourne town centre cycleways along Fredrick Street and the Archerstown Roads, Boyne Greenway from Oldbridge to Drogheda and Royal Canal Blueway walking/cycling facilities.

**17.** The provision of a rail line from Pace (M3 Parkway) to Navan remains a key objective of the Council. The published RSES includes for the reappraisal of the extension of the Dunboyne/M3 Parkway line to Dunshaughlin and Navan. The Draft Plan maintains a strong policy stance to ensure that the detailed designed alignment is protected from further development and that this protection also extends to potential stations along the route. However, The National Development Plan (NDP) does not include a commitment for the extension of the railway network to Navan within the lifetime of the Draft Plan and the delivery of the Dunboyne-Navan rail line is not within the control of the Council. As such, it would be inappropriate to commit to the realisation of the rail line during the lifetime of this Plan.

**18.** The Council recognises the invaluable contribution of local bus services to the public transportation network and the increase in local bus services as a result of this service. The Council is strongly committed to the promotion of sustainable means of travel, including public bus services and the encouragement of modal change from private car to such sustainable means of travel. However, the Council is not directly responsible for public transport provision. The Department of Transport and the NTA are the principal agents for delivery of transport policy and development in the Greater Dublin Area. Other agencies involved in the provision and improvement of public transport include Iarnród Éireann, the Railway Procurement Agency, Bus Éireann etc. Whilst the Council does not have a direct role in the provision of public transport services, it is actively promoting and facilitating the improvement of both bus and rail services both within and from Co. Meath and is committed to working in conjunction with all transport providers and stakeholders in terms of the delivery of a reliable, accessible and integrated transport network that supports the effect functioning of the county.

MOV POL 8 is set down to support improved public transport provision as follows, *‘To cooperate with the NTA and other relevant agencies to have ongoing reviews of the network of bus routes in Meath, and to support and encourage public transport operators to provide improved bus services in and through, the County’.*

It is a policy of the draft CDP (MOV POL 8) to cooperate with the NTA and other relevant agencies to having ongoing reviews of the network of bus routes in Meath, and to support and encourage public transport operators to provide improved bus services in, and throughout the County.

**19.** A commitment has been made in the Ashbourne Written Statement to identify a suitable location for a bus-based Park and Ride facility in Ashbourne. ASH MOV OBJ 1 states: *‘To identify a suitable location for a bus-based Park and Ride facility in Ashbourne’.*

The identification of a suitable location for Park and Ride facilities will be addressed as part of the Transport Plan and Ashbourne Local Area Plan preparation process.

**20.** In relation to new developments in the County, the Design Manual for Roads and Bridges applies. Chapter 11 Development Management Standards, DM POL 4 refers as follows: *‘To require that all proposals for residential development demonstrate compliance with the Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) and the Urban Design Manual – A Best Practice Guide, 2009 or any updated thereof’.*

**21.** It is not considered necessary to insert this addition as the existing objective MOV OBJ 31 refers to *‘upgrades to the N2’* which naturally includes the Rath Roundabout to Kilmoon Cross. Further, the N2 Rath Roundabout to Kilmoon Cross is highlighted under table 5.1 (MOV OBJ 39) in Chapter 5 of the Draft Plan and identified in the National Development Plan.

**22.** The Council recognises the importance of the N52 as a strategic route, linking Dundalk and Mullingar-Athlone-Tullamore. However, it is not considered necessary to insert this addition as the existing objective MOV OBJ 34 refers to the national road network as a whole within the County of which the N52 is part of. Specific road schemes in relation to the N52 are identified in Table 5.1 (MOV OBJ 39) including the following:

**N52 Grange** – Clontail (formally known as Fringestown Scheme)

Re-alignment of the existing N52 and R162/N52 junction from a point west of the R162 junction eastwards to Clontail.

**N52/R154 Junction** - Improve junction and re-align regional road to introduce a staggered arrangement.

**N52 Balrath Junction** Re-align N52 and improve junction layout.

Further, the TII are carrying out a feasibility study entitled ‘National Roads 2040’ which will review all national secondary routes. This will include a review of the N52. Any additional road work proposals to the N52 would be premature pending this study.

**23.** The National Development Plan makes particular reference to and prioritises the upgrade to the N2 from Rath Roundabout to Kilmoon Cross section of road which is already underway. The delivery of these works will continue to be supported and facilitated by the Council and the Council will seek the delivery of the Slane Bypass in the future in conjunction with TII and the Department of Transport, Tourism and Sport. The Draft Plan, Chapter 5, MOV OBJ 31 is set down to ensure continued support for upgrades to the N2 as follows: ‘To continue to support and facilitate TII, Fingal County Council, Louth County Council and Monaghan County Council in the planning and delivery of upgrades to the N2, as appropriate.

**24.** Meath County Council currently works collaboratively and proactively with Irish Water to ensure the delivery of water and wastewater infrastructure for the County and this will continue to be the case, as set out in the policies and objectives within Sections 6.5 and 6.6 of the Draft Plan.

In this regard, the Council is currently working with Irish Water to deliver capital upgrades that will facilitate the further planned development and growth of many settlement centres throughout the County including, Stamullen and Kells.

**25.** The Draft Plan is supportive of community lead sustainable energy initiatives such as specific policy INF POL 44 *“To support Sustainable Energy Communities and local community group initiatives to develop clean energy opportunities within the County”*.

**26.** The Draft Plan acknowledges that planning permission has been granted by An Bord Pleanála for the section of this energy project within Counties Meath, Cavan and Monaghan. The RSES for the Eastern and Midlands region also acknowledges the north-south interconnector in section 10.3 where it states *“Increased connectivity with other grids is also needed such as the north-south interconnector are of great importance for the region”*.

**27.** This is a not a matter for the Development Plan and is a matter that should be addressed directly to the EPA.

**28.** The extent and location of civic amenity facilities is assessed on an ongoing basis in line with existing and expected facility improvements as set out in the Capital Investment Plan. These projects are not included within this programme. The requirement for a recycling facility in East Meath can be reviewed again as part of the preparation of the East Meath and Ashbourne Local Area Plans.

**29.** The Draft Plan is required to be compliant with Regional Waste Plan which references this facility.

**30.** A report submitted to the September Council meeting on foot of a Notice of Motion citing Climate Change benefits dismissed such a measure on the basis that it would entail a very significant investment in both personnel and capital equipment and require consideration of a variety of other complex issues including technology, market competition, waivers, commercial waste, disposal costs etc.

**31.** It is not considered appropriate to amend SOC Pol 6 as requested. As noted in Section 7.7.2 'Social Infrastructure Assessments' where deficiencies are identified, proposals will be required to either rectify the deficiency (through direct provision or development contributions) or suitably restrict or phase the development in accordance with the capacity of existing or planned services.

**32.** It is not considered appropriate to amend the wording of the objectives as suggested. (i.e. replace Rural Node with Rural Area). Childcare facilities are supported and encouraged within designated settlement centres and rural nodes where there is a concentration of population and the necessary physical infrastructure to support such services. Outside these centres in the rural area, such facilities will be assessed on a case by case basis as part of the Development Management Process.

**33.** This issue would appear to relate to SOC OB 11. It is not considered necessary to reword the objective as suggested.

**34.** This issue regarding the order of settlements appears to relate to SOC OBJ 12. It is not considered necessary to reword the objective as suggested. Furthermore, the current order is reflective of the settlements position within the Settlement Hierarchy.

**35.** It is considered that the point raised is addressed by HER OBJ 53 *'To work in partnership with the Department of Culture, Heritage and Gaeltacht, OPW, local communities and all relevant stakeholders to complete and implement the Conservation management Plan for State-Owned Lands at the Hill of Tara'* and HER OBJ 54 *'To work in partnership with the Department of Culture, Heritage and Gaeltacht, OPW, local communities and all relevant stakeholders to address visitor management issues and augment the visitor experience at the Hill of Tara'*.

**36.** Meath County Council already has a major emergency plan in place, which sets out its arrangements to respond to major emergencies (including but not limited to major pollution incidences). This plan is consistent with arrangements set out in the *Framework for Major Emergencies Management (2008)* which enables An Garda Síochána, the Health Service Executive and Local Authorities to prepare for and make a co-ordinated response to major emergencies resulting from events such as fires, transport accidents, hazardous substance incidents and severe weather.

**37.** The naming of residential developments occurs by way of compliance with a planning condition and is carried out by a Naming Committee within the Council which is considered appropriate.

**38 -** This matter has been addressed in the Draft Plan as per DM OBJ 51 and will be included as part of the revised Development Management Chapter.

**39 -** This matter has been addressed in the Draft Plan as per DM OBJ 51 and will be included as part of the revised Development Management Chapter.

**40.** Addressed as per item no. 37 above.

**41.** It is an objective of the Council (RUR OBJ 44) 'To promote the provision of signage in Irish in the Gaeltachts regarding: 1) Entry and exit points explanatory details of the cultural significance of the areas to visitors; 2) the provision of all commercial signage in Irish, and; 3) in association with the relevant professional and vocational groups, that auctioneers and other temporary signs are in Irish'.

**42 & 43.** The RSES highlights the importance of reducing energy consumption from fossil fuel sources and promotes the use of more sustainable sources such as wind, wave solar and biomass. The use of smart technology systems and the recognition that buildings can act as both generators and consumers of energy and the promotion of electric vehicles will all place greater pressure on the national electricity grid. Thus, the strengthening of the national grid is important for a number of reasons including improving security of supply for the domestic, residential and enterprise market as well as attracting high-end enterprise which often require significant energy capacity and reliability.

**44.** The north – south interconnector is a permitted development and therefore is not considered appropriate insert a new policy opposing same.

## **Volume Two**

### **Ashbourne**

- Refer to submission no. MH-C5-411 which addresses the public park provision for Ashbourne.
- Refer to submission no. MH-C5-45 which addresses the Millbourne Housing Development zoning.
- It is an objective of the Council RATH OBJ 10 'To reserve lands off the Fairyhouse Road for the provision of a swimming pool' this is provided for within RATH OBJ 3 (Masterplan 2) further to the south.

### **Duleek**

It is a policy of the Council (DUL POL 1) to support the sustainable growth of Duleek in a manner that allows the town to fulfil its function as a local service centre, by promoting the consolidation of business and retail services in the town centre, employment growth in Duleek Business Park and improving connectivity between residential areas and the town centre.

This policy seeks to facilitate appropriate and consolidated growth in a sustainable manner, which may permit the development of a regional office for the Environmental Protection Agency. However, the delivery of same will be dependent on resource, site suitability and other normal planning considerations such as land ownership, access, flooding, services et al.

### **Kentstown**

it is a policy of the Council (RYR POL 41) to ensure that the extraction of minerals and aggregates minimises the detracting from the visual quality of the landscape and does not adversely affect the environment or adjoining existing land uses.

It is an objective of the Council (KEN OBJ 12) to enhance community and recreational uses including support for the development of a children's play area within the village. To support the development of interconnected amenity walkways within and adjoining the village to facilitate an appreciation of the built and natural heritage within the village for residents and visitors.

#### Chief Executive's Recommendation

## TRIM

<b>Submission No.:</b>	MH-C5-124
<b>Submitted by:</b>	The Planning Partnership on behalf of Jim Elliot
<b>Submission Theme(s):</b>	Written Statement & Land Use Zoning – Trim
<b>Summary of Submission:</b>	
The submission site is located on the east side of Trim 2.5km from the town centre on the R154	

Dublin Road. This submission requests the re-zoning to a 'community infrastructure' zoning to take account of community infrastructure needs with wider benefits to the socio-economic make up of Trim Town and to ensure plan-led development for the next and future plan periods. The site is not proposed to be zoned in the Draft Plan however is currently zoned for Retail Warehousing in the current Plan.

The subject site has an expired permission for retail warehousing however the current status of the property market for retail warehousing developments would suggest that it is unlikely that this type of development is viable at this location and is more appropriately directed to higher order centres.

The outcome of the expired permission renders the site available and serviceable for sustainable development where the services and infrastructure available were validated by the local planning authority and An Bord Pleanála at the time of the decision and determined the development of the lands in the interest of the proper planning and sustainable development of the area.

The submission states that these development lands present an opportunity for a range of social infrastructure and community uses in line with the Core Strategy, Local Economic & Community Development Plan as associated with community based infrastructure and employment generating uses associated with educational, childcare, primary care, specialist housing needs, sporting, recreational and community building policies and objectives of the County and Trim Town.

The submission states that there is known evidence of demand for educational and cemetery provision to name but two uses and in tandem with the community infrastructure zoning there is also an opportunity for the delivery of a tourism-led development which allows for the refurbishment and re-use of an industrial heritage building, i.e. the Mill and the use of the Knightsbrook River as a riverside amenity and then the delivery of a caravan/camping park which may also provide a site for the required folk park all building on the tourist potential of Trim Town in accordance with Plan policies and objectives.

It is stated that the refurbishment of the Mill building under the extended tourism zoning would afford a range of commercial uses be they destination pub/restaurant/ inn/tavern as can incorporate some tourist-based accommodation.

#### **Chief Executive's Response**

It is considered that there is a sufficient quantity of G1 Community Infrastructure zoned lands within Trim to meet the future needs of the town. Other G1 zoned landbanks within the town centre have better accessibility and there are G1 zoned lands adjacent to the west and northwest on the same roadway. Future school provision is adequately catered for on other G1 zoned lands.

It is however considered that there is an opportunity for the delivery of a tourism-led development which would allow for the refurbishment and re-use of the mill buildings onsite and the use of the Knightsbrook River as a riverside amenity along with the delivery of tourist accommodation.

It is noted that the submission outlines that the refurbishment of the mill building under the extended tourism zoning would afford a range of commercial uses be they destination pub/restaurant/ inn/tavern as can incorporate some tourist-based accommodation. While it is recognised that the Knightsbrook Hotel and Golf Course are zoned for D1 Tourism purposes those lands are developed and are unlikely to provide for additional tourism facilities as the proposed rezoned lands could. The proposed lands also provide the opportunity to provide an alternative



access to Knightsbrook Hotel.

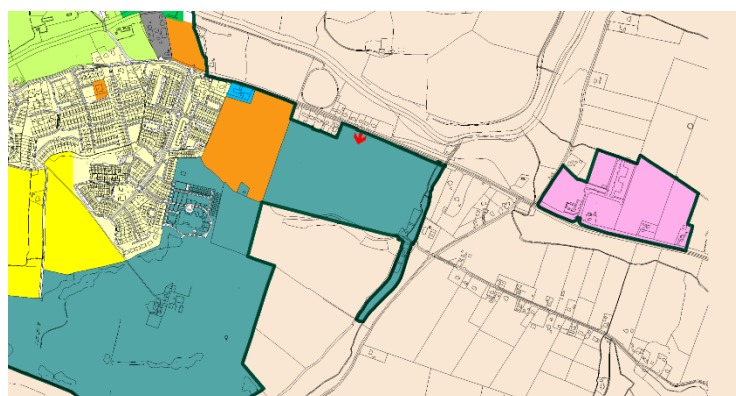
Section 12 'Tourism' contained in the Trim Written Statement states that 'The Council supports and encourages the provision of a range of quality tourist and visitor accommodation at suitable locations. In this regard, the Council recognises that the provision of camping sites (i.e. static and touring caravans, campervan, glamping and tents) are an important element in the accommodation offer and should be encouraged at an appropriate location, please refer to Chapter 4 Economy and Employment Chapter further details'. The zoning of the subject lands for D1 Tourism purposes is considered appropriate owing to the potential of the existing mill heritage building and Knightsbrook River on the lands as well as the proximity to the River Boyne to the north. The need for tourist accommodation is recognised by both the Draft Plan and the Boyne Valley Tourism Strategy 2016-2020.

#### Chief Executive's Recommendation

It is recommended to rezone the lands from R/A to D1 Tourism and extend the development boundary to include the lands.



Draft Plan Land Use Zoning Map showing lands zoned R/A



Proposed amended zoning of the lands from R/A Rural Area to D1 Tourism

Submission No.:	MH-C5-137
Submitted by:	MH-C5-137 Paula Lynch
Submission Theme(s):	Land Use Zoning – Trim

**Summary of Submission:**

This submission requests the zoning of lands at Newtown in Trim are changed from F1 – Open Space to E2 – General Enterprise and Employment. The adjoining lands occupied by Alfco Farm Services and OPW have an E2 zoning and therefore it is submitted that at least part of the lands should be similarly zoned.

In relation to their family home (unregistered title 0.250 acres) this is zoned H1 - High Amenity and it is requested that this should be zoned A1 – Existing Residential.

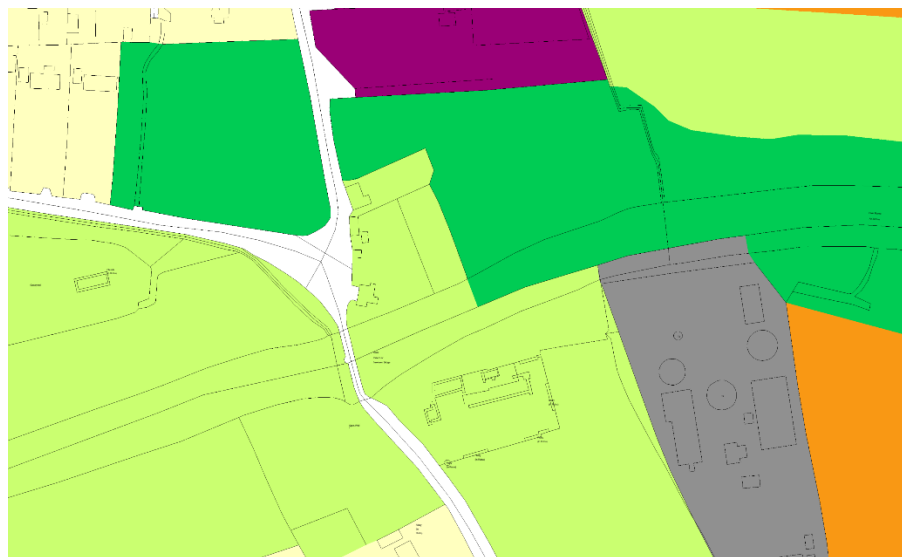
**Chief Executive's Response**

The lands are zoned for F1 Open Space purposes as they are immediately adjoining the River Boyne SAC and SPA. A large section of the subject lands are also located within an identified flood Zone owing to the proximity to the river. Owing to the location of the site, adjoining the river Boyne, it would not be considered appropriate to rezone these lands or a section thereof for E2 purposes. There is a sufficient quantum of E2 Employment zoned lands adjacent to the north of the site and within Oaktree Business Park. The lands form part of a wider context of zoned Open Space and High Amenity Space and should be protected for such purposes. There are a range of permitted uses on F1 zoned lands which include Car Park for Recreational Purposes, Craft Centre / Craft Shop, Community Facility / Centre, Cultural Facility, Cycleways / Greenways / Trail Development, Leisure / Recreation / Sports Facilities, Playing Pitches, Playgrounds and Utilities.

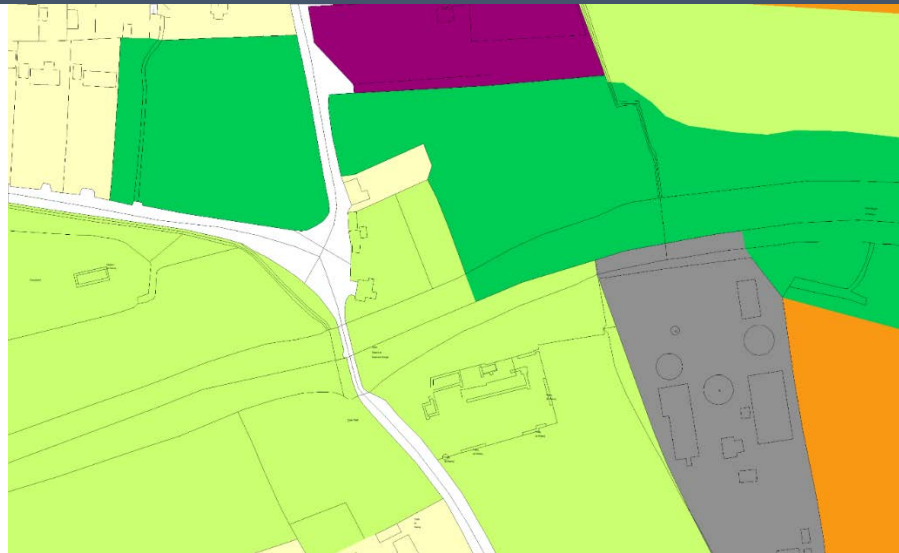
It is noted that the existing residence is zoned for H1 High Amenity purposes. Owing to the existing residential use it is considered appropriate to amend this zoning to A1 Existing Residential purposes.

**Chief Executive's Recommendation**

It is recommended to rezone the existing residence from H1 High Amenity to A1 Existing Residential.



Draft Plan Land Use Zoning Map



Proposed amended Land Use Zoning Map showing existing residence rezoned from H1 high Amenity to A1 Existing Residential

<b>Submission No.:</b>	MH-C5-236
<b>Submitted by:</b>	The Planning Partnership on behalf of Andrews Construction Ltd.
<b>Submission Theme(s):</b>	Written Statement & Land Use Zoning – Trim
<b>Summary of Submission:</b>	
<p>This submission relates to lands at Maudlin, Trim and states that in order to realise strategic and local planning objectives and for the best and most economic use of strategic infrastructure investments to date, the Planning Authority needs to consider the sequential location of lands, infrastructure availability and the ability of the landowner to deliver development within a reasonable timeframe. In view of the above factors, it is submitted that the site at Maudlins merits the reinstatement of its residential zoning with a view to an immediate planning application.</p> <p>The submission states that the site has the potential to provide 165 units on a site that is proximate to the town centre and surrounding services and that it is a consolidation site, sandwiched between existing and proposed residential land parcels and is more proximate to the town centre (and more sequentially preferable) than other sites that have been zoned for residential development in the Draft Plan.</p> <p>The submission outlines that based on the research carried out by The Planning Partnership only 44 no. dwelling units have been permitted in the period 2014 to present and these figures indicate that the proposed expansion of Trim by 518 no. dwelling units by 2020 will not be met. This means that of the 437 extant permissions in the town, 437 minus 44 = 393 were granted or extended prior to 2014 and have still not been developed. The submission states that this points to the need for a change of approach on the part of the Planning Authority regarding ensuring population expansion objectives can be achieved. The submission states that they have a viable shovel ready site at and are eager to develop it in the short-term.</p>	
<b>Chief Executive's Response</b>	
There are 3 significant landbanks of New Residential in Trim, one of which is adjacent to the	

current site. The site is adjacent to a permitted residential development for Matanza Ltd at Efferknock (TA/160093 for 382 units). Another landbank is south of the Trim Town Council offices and is subject to a current SHD application for 342 units while the other site is located on the Kildalkey Road. There is a large mixed use zoned site adjacent to the OPW offices (submission MH-C5-652 relates to) currently at pre-planning stage for a large mixed use town centre development which has a significant residential element. These 4 large landbanks along with the residential zoned lands within MP 1 are considered sufficient to meet the population targets as outlined in the Core Strategy figures.

The Land Use Strategy for Trim focuses on a compact, urban development form which respects the heritage qualities and characteristics of Trim. Additional zoning at this location would militate against the objective to achieve a compact urban settlement and would be contrary to the sequential approach to the zoning and development of residential lands and the principles of sustainable development. In light of this, the subject lands identified are not considered to be suitable for rezoning given the presumption in favour of development for lands closer to the town centre on appropriate infill / brownfield sites. The subject site would likely lead to urban sprawl and encroachment into the countryside which would not be considered sustainable given the existing capacity for residential lands identified in the town envelope.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-317
<b>Submitted by:</b>	Loughglynn Developments Ltd
<b>Submission Theme(s):</b>	Written Statement & Land Use Zoning – Trim
<b>Summary of Submission:</b>	
<p>This submission relates to the Old Railway Yard, Athboy Road, Trim. This submission proposes a zoning swap whereby 6 ha which is currently zoned E2 General Employment and Enterprise located opposite Lidl on the Athboy Road be re-zoned to A2 New Residential. The site forms part of the old train station and yard which closed in the 1960's.</p> <p>The submission includes an analysis of the Core Strategy which shows that the maximum yield from the 7 sites identified within Trim is 1,114 units which leaves additional, unallocated capacity of 219 units which would be adequate to facilitate the zoning being proposed without breaching population targets set out in the RSES.</p> <p>The loss of employment land will be compensated with a new E2 zoning of up to 15 hectares beside Trim Motor Park on the Navan Road. The justification provided for the proposed zoning swap as follows:</p> <ul style="list-style-type: none"> <li>• The Athboy Road site is located within the existing urban footprint of Trim and is effectively brownfield development given its industrial heritage.</li> <li>• The site is located beside a frequent bus route, a Park &amp; Ride car park, retail, employment and educational facilities.</li> <li>• Water and sewage facilities with adequate capacity about the site.</li> <li>• There is scope within the allocated housing numbers to increase the quantity of residentially zoned land by between 219 and 648 units based on analysis of projected housing delivery up to 2026.</li> </ul>	

- The zoning of up to 15ha at a key gateway site along the Navan Road for General Enterprise & Employment is proposed which will ensure that housing delivery and employment growth go hand in hand.
- Both sites are owned by an active house builder with a 40+ year history in delivering homes in County Meath which will lead to actual delivery within the life of the plan.
- Opportunity to open an Urban Greenway along the old railway line which will encourage walking and cycling.
- Opportunity to restore the old Railway Yard which is the last surviving piece of Trim's railway heritage.
- Potential to create a state-of-the-art business campus on a key gateway site on the Navan Road which will grow the resident workforce within Trim.

#### **Chief Executive's Response**

The re-zoning of existing E2 lands to A2 within an existing and established industrial estate would be considered a non-compatible use and would be contrary to the proper planning and sustainable development of the area. The Land Use Strategy for Trim focuses on a compact, urban development form which respects the heritage qualities and characteristics of Trim. Additional zoning at this location would militate against the objective to achieve a compact urban settlement and would be contrary to the sequential approach to the zoning and development of residential lands and the principles of sustainable development. In light of this, the subject lands identified are not considered to be suitable for rezoning given the presumption in favour of development for lands closer to the town centre on appropriate infill / brownfield sites. The subject site would likely lead to urban sprawl and encroachment into the countryside which would not be considered sustainable given the existing capacity for residential lands identified in the town envelope. Submission no. MH-C5-236 also refers to the existing large residential and mixed-use zoned lands within the town envelope.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-325
<b>Submitted by:</b>	Loughglynn Developments Ltd
<b>Submission Theme(s):</b>	Written Statement & Land Use Zoning – Trim
<b>Summary of Submission:</b>	
<p>This submission relates to 6ha parcel of land adjoining the Hamilton Place housing development along the Navan Road. A. The site was previously used as a Golf Driving Range. The property was zoned A2 New Residential as part of the Blackfriary LAP from 2002 to 2014. However, the entire 147 acre block was de-zoned in 2014. Hora Homes acquired the site in 2019.</p> <p>The submission includes an analysis of the Core Strategy which shows that the maximum yield from the 7 sites identified within Trim is 1,114 units which leaves additional, unallocated capacity of 219 units which would be adequate to facilitate the zoning being proposed without breaching population targets set out in the RSES.</p> <p>The justification for the proposed zoning is as follows:</p> <ul style="list-style-type: none"> <li>• There is scope within the allocated housing numbers in the Draft Plan to increase the quantity of residentially zoned land by between 219 and 648 units based on our analysis of projected housing delivery up to 2026.</li> </ul>	

- The property has easy access to water and sewage facilities with adequate capacity through Hamilton Place.
- The site is located beside a frequent bus route, a Park & Ride car park, retail, employment and educational facilities.
- This parcel of land achieved a Core Strategy rating of “10” when the specific site evaluations were carried out in 2013. It therefore has a higher Core Strategy rating than the lands zoned under the recent Variation No.1 of the Trim Plan.
- The land is owned by an active house builder with a 40+ year history in delivering homes in County Meath. This will lead to actual delivery within the life of the plan if zoned.

#### **Chief Executive’s Response**

The Land Use Strategy for Trim focuses on a compact, urban development form which respects the heritage qualities and characteristics of Trim. Additional zoning at this location would militate against the objective to achieve a compact urban settlement and would be contrary to the sequential approach to the zoning and development of residential lands and the principles of sustainable development. In light of this, the subject lands identified are not considered to be suitable for rezoning given the presumption in favour of development for lands closer to the town centre on appropriate infill / brownfield sites. The subject site would likely lead to urban sprawl and encroachment into the countryside which would not be considered sustainable given the existing capacity for residential lands identified in the town envelope. Submission no. MH-C5-236 also refers to the existing large residential and mixed-use zoned lands within the town envelope.

#### **Chief Executive’s Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-368
<b>Submitted by:</b>	Shannon Homes Ltd
<b>Submission Theme(s):</b>	Written Statement & Land Use Zoning – Trim
<b>Summary of Submission:</b>	
<p>This submission relates to lands of 7.29ha in total. The lands are considered in three plots as per the Current Trim Development Plan Land Use Zoning Map</p> <ul style="list-style-type: none"> <li>• Plot 1: 1.06Ha Zoned for A2 New Residential Use</li> <li>• Plot 2: 2.23Ha Zoned for Employment Uses</li> <li>• Plot 3: 4.00Ha Unzoned and outside the settlement boundary. This had formally been residentially zoned land.</li> </ul> <p>The submission notes that the development boundary has been relocated so that all the submitter’s lands north of the R154 Athboy Road are now outside the settlement boundary. Plot 2 is de-zoned, and it is no longer intended that these lands be developed for employment uses.</p> <p>Plot 1 remains zoned A2 for New Residential Development however it should be noted, that Shannon Homes have developed Plot 1 fully under planning reference TA171223 with the construction of 25 houses. As the A2 lands at Plot 1 are already built out, the submission suggests that an equivalent area of A2 land be designated adjacent to this already developed site.</p> <p>It is stated that Plot 2, up until May 2018 had the benefit of a planning consent (TA70364, as</p>	



extended) granted by An Bord Pleanála, for 8 enterprise units and 2 Car showrooms on the site. The submission states that the rezoning of serviced land with a positive planning history, capable of sustaining considerable employment opportunities is inconsistent with the stated objective to achieve live-work communities, and to provide for and maximise employment opportunities

The submission states that the Core Strategy Household allocations are very conservative when compared with Dunboyne and Dunshaughlin, settlements with poor Jobs/Workforce ratios. Trim, with a 'Jobs/Resident Workforce' ratio of 0.67 and 2,500 jobs in 2016 is the second largest centre for employment in the County behind Navan. It is an objective of the Draft CDP to continue to maximise the number of local job opportunities in Trim. Trim has reasonably good job : workforce ratio when compared with the rest of the county (only Navan scores higher), and it has the opportunity to become a proper live-work community.

In order to deliver on the objectives of the Draft CDP, with respect to targeted growth in population and employment figures, the submission requests that the following changes be made to the Land Use zoning Map:

1. Extend the Development / Settlement Boundary to include these lands.
2. Plot 1 to be re-zoned as A1 – Existing Residential.
3. Plot 2 to remain zoned as E2 for Employment uses.
4. Plot 3 (or a portion thereof) to be zoned A2 New Residential to allow for the shortfall in available A2 land by Plot 1 is already developed.

The submission states that the lands in Shannon Homes control are proximate to the town centre and contiguous to existing built lands. Accordingly, and in line with the overarching objectives of National, Regional and local planning policies, it is requested that the changes sought to the Land Use Zoning Map.

#### **Chief Executive's Response**

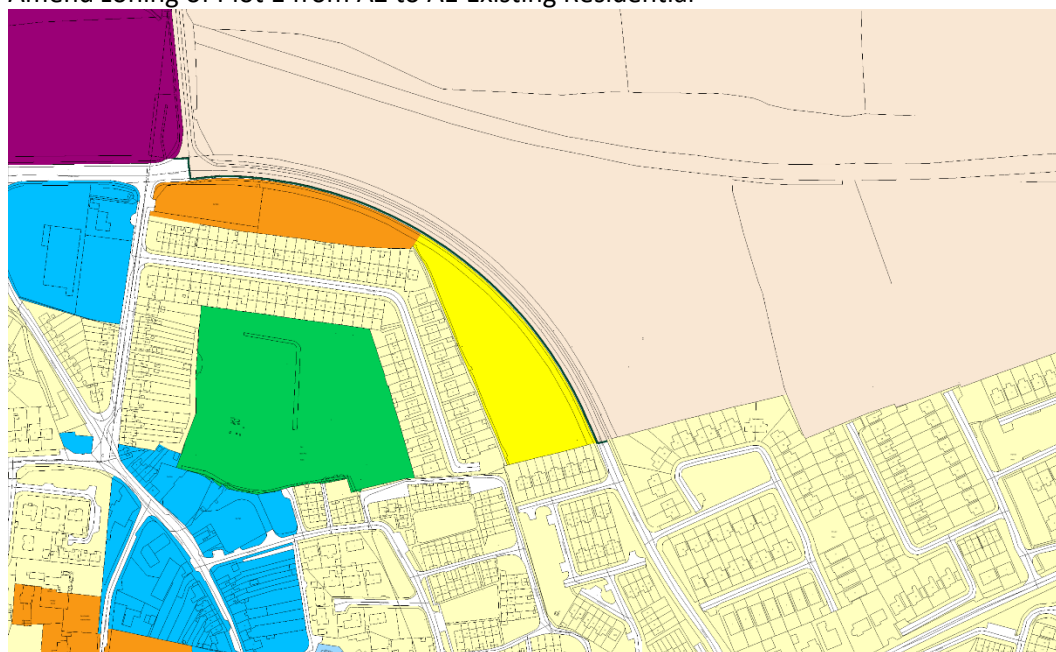
1. Plot 1 to which the submission refers to is substantially complete (25 units) and therefore it is considered appropriate to amend the zoning from A2 New Residential to A1 Existing Residential.
2. Additional employment lands were zoned in MP1 on the Navan Road as part of Variation no. 1 of the Trim Plan. These lands in conjunction with Oaktree Business Park and Scurlockstown Business Park provide sufficient employment zoned lands to facilitate employment development over the lifetime of the Draft Plan. There are a number of vacant sites existing within Oaktree Business Park on the opposite side of the roadway to these lands and it is considered appropriate to develop these vacant sites prior to any additional employment zoning.
3. There are 3 significant landbanks of New Residential in Trim, one of which is adjacent to the current site - a permitted residential development for Matanza Ltd at Efferknock (TA/160093 for 382 units). Another landbank is south of the Trim Town Council offices and is subject to a current SHD application for 342 units while the other site is located on the Kildalkey Road. There is a large mixed use zoned site adjacent to the OPW offices (submission MH-C5-652 relates to) currently at pre-planning stage for a large mixed use town centre development which has a significant residential element. These 4 large landbanks along with the residential zoned lands within MP 1 are considered sufficient to meet the population targets as outlined in the Core Strategy figures.  
The Land Use Strategy for Trim focuses on a compact, urban development form which respects the heritage qualities and characteristics of Trim. Additional zoning at this



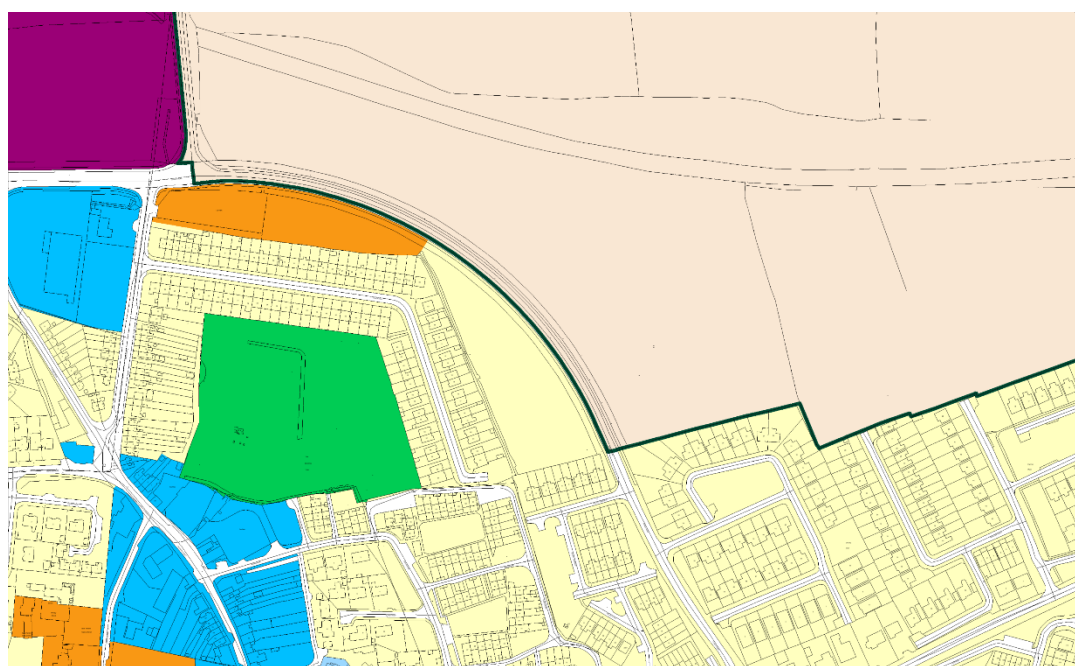
location would militate against the objective to achieve a compact urban settlement and would be contrary to the sequential approach to the zoning and development of residential lands and the principles of sustainable development. In light of this, the subject lands identified are not considered to be suitable for rezoning given the presumption in favour of development for lands closer to the town centre on appropriate infill / brownfield sites. The subject site would likely lead to urban sprawl and encroachment into the countryside which would not be considered sustainable given the existing capacity for residential lands identified in the town envelope.

### Chief Executive's Recommendation

Amend zoning of Plot 1 from A2 to A1 Existing Residential



Draft Plan Land Use Zoning Map showing A2 New Residential Zoning



Proposed amended Land Use Zoning Map showing subject lands rezoned from A2 New

Residential to A1 Existing Residential
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<b>Submission No.:</b>	MH-C5-652
<b>Submitted by:</b>	Tom Philips & Associates on behalf of Leanort ULC
<b>Submission Theme(s):</b>	Written Statement & Land Use Zoning – Trim
<b>Summary of Submission:</b>	
<p>This submission states that Leanort ULC control two landholdings in Trim town referred to in this submission as Sites A and B. These lands are centrally located within Trim and are capable of delivering mixed use sustainable development, which will result in the consolidation of the town centre and the further economic development of the town. A Masterplan to guide the development of the town centre expansion area and site on the Athboy Road accompanies this submission.</p> <p>The zoning of the sites under both the Trim Development Plan 2014 –2020 and the Draft Meath County Development Plan 2020 –2026 is as follows:</p> <ul style="list-style-type: none"> <li>• Site A: B1-Commercial/Town Centre; A1-Existing Residential and F1 -Open Space at the town centre expansion area; and</li> <li>• Site B: C1- Mixed Use at the Athboy Road site</li> </ul> <p>The purpose of this Submission is to request that the Planning Authority:</p> <ol style="list-style-type: none"> <li>1. Remove the prescribed 30% limitation on residential uses within B1 (Town Centre) and C1 (Mixed Use) zoning land use zoning objectives in favour of a target of at least 30% residential use subject to overall compliance with the land use zoning objective. It is submitted that this would result in a general limitation of the delivery of residential units within areas which should be targeted for the most dense urban development and housing and would be at variance with the RSES and NPF policy.</li> <li>2. Prescribed density requirements should be omitted and replaced with a general requirement for development proposals to comply with the density requirements as set out in Sustainable Residential Development in Urban Areas’ (2009) subject to a general minimum of 30 units per hectare.</li> <li>3. The Development Plan should encourage the provision of additional high quality retail provision (both convenience and comparison) in Trim in order to support the development of the Town as a key tourism and employment location.</li> <li>4. Objective RT3 requires the completion of a section of the distributor road prior to the provision of any development on the town centre expansion lands. It is submitted that this Objective should be removed in its entirety as this section of the road is not required in order to access or service the subject lands and this policy will only serve to prevent or significantly delay the development of this strategically important site. In addition, the design and delivery of an isolated section of the overall distributor link road would be premature pending the completion of the design for the full route.</li> </ol>	
<b>Chief Executive’s Response</b>	
<ol style="list-style-type: none"> <li>1. The primary land use in B1 zones is employment generating, service and retail provision. Owing to the scale of the subject lands adjoining the existing town centre, it is</li> </ol>	

considered that the scale and impact of development of the subject lands for Town Centre purposes would almost certainly have a detrimental impact on the existing Town Centre. As advocated in the submission, the development of the subject site for Town Centre purposes would compete with the existing town centre and result in increased vacancy on the town centre streets. It is considered that a C1 Mixed Use zoning would be a more appropriate and complimentary use for these lands adjacent to the existing town centre zoning. The lands are considered sequentially preferable for a C1 zoning and a C1 zoning would be complimentary to the existing town centre.

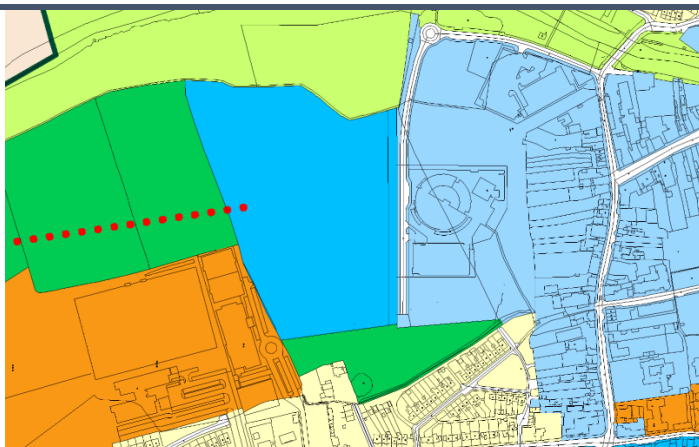
2. Refer to submission no. MH-C5-816 recommendation no. 2 and Observation 12 of the OPR submission which addresses this issue and recommends amendments to permissible densities.
3. Trim is listed as a Level 3 Sub County Town in the Retail Hierarchy of the Greater Dublin Area (GDA) which incorporates a range of convenience and comparison retail facilities adequate to serve the everyday needs of the catchment population. The emphasis should therefore be on consolidation of the town centre and development of further retail in line with population growth and demand levels from both the town and the surrounding hinterland. Recently constructed convenience floorspace in the town is considered to adequately cater for current demand in Trim and future additional floorspace requirements should therefore be at a lower scale in line with population growth as set out in the Retail Strategy for this Plan.
4. TRM OBJ 14 (RT3) requires the 'Construction of the local distributor road link west of the Town Centre Expansion area connecting to the Kinnegad Road. This shall be provided in tandem with the development immediately to the east. No development shall be provided on the lands immediately to the east until such time as this section of the distributor road is completed. This road should be funded by the development in the town centre expansion'. It is considered that a new road infrastructure is required to facilitate the development of the lands to the east. TRM OBJ 14 details that pending a review of the delivery of the full distributor road network (the commencement of which will begin within one year of the adoption of the Plan) to preserve and (where indicated to construct subject to routing, environmental assessment and appropriate assessment) secure from further development a corridor for the provision of distributor link roads which includes RT3 and 4 other routes.

#### **Chief Executive's Recommendation**

1. It is recommended to amend the zoning of the B1 Town Centre to C1 Mixed Use.



Draft Plan Zoning Map



Proposed amended Land Use Zoning Map

<b>Submission No.:</b>	MH-C5-683
<b>Submitted by:</b>	Phyllis Kiely
<b>Submission Theme(s):</b>	Written Statement & Land Use Zoning – Trim
<b>Summary of Submission:</b>	
<p>This submission relates to ca. 9.9 hectares (24.7 acres) of land at Effernock, Trim. This submission proposes the following amendments to the Written Statement (Volume 1), and the Written Statement and Zoning Map for Trim (Volume 2):</p> <ul style="list-style-type: none"> <li>The rezoning of lands identified as G1 –Community Infrastructure to A2 –New Residential.</li> </ul> <p>The site is located on the east of Trim Town, off the R154. The lands consist of a large field currently in agricultural use, although it is zoned for Community Infrastructure. The submission states that there are a number of locational factors which warrant consideration of this site being zoned for residential purposes:</p> <ul style="list-style-type: none"> <li>The site is located on the R154, which provides direct access to the town centre, which is approximately 2km to the west.</li> <li>The site adjoins the 109B Bus Éireann bus service which travels from the Knightsbrook Hotel to Dublin via Kilmessan and DunshEughlin. It is also approximate to the 109 Bus Éireann bus route which services Trim, Navan and Drogheda.</li> <li>The site is located immediately contiguous to the built area of the town, with zoned lands adjoining to the west and south.</li> <li>The site is currently zoned for development purposes in the existing Development Plan and the Draft Development Plan. In other words, it is envisaged that development will take place on the site.</li> <li>The lands are serviced. As outlined in the Trim Written Statement there is spare capacity in the Trim Water and Wastewater Treatment Plants.</li> </ul>	
<b>Chief Executive's Response</b>	
<p>The Land Use Strategy for Trim focuses on a compact, urban development form which respects the heritage qualities and characteristics of Trim. Additional residential zoning at this location would militate against the objective to achieve a compact urban settlement and would be</p>	

contrary to the sequential approach to the zoning and development of residential lands and the principles of sustainable development. In light of this, the subject lands identified are not considered to be suitable for rezoning for residential purposes given the presumption in favour of development for lands closer to the town centre on appropriate infill / brownfield sites. The requirement for additional lands for school sites is noted as per the Department of Education submission (MH-C5-824). As per MH-C5-824 a specific objective to reserve 15 acres of these lands for the provision of such facilities to meet the current and future education needs of Trim over the lifetime of the Development Plan.

#### Chief Executive's Recommendation

No change recommended.

<b>Submission No.:</b>	MH-C5-787
<b>Submitted by:</b>	Cllr Ronan Moore
<b>Submission Theme(s):</b>	Written Statement & Land Use Zoning – Trim
<b>Summary of Submission:</b>	
<p>This submission relates to the following;</p> <ol style="list-style-type: none"> <li><b>Schools Inventory</b> - Education facilities are numbered as 6 in the Trim "Town Context and Character", which is incorrect and does not incorporate the Trim Educate Together National School.</li> <li><b>Settlement and Housing</b> - Eldergrove housing estate has experienced an increase in sewerage issues over the last decade as its sewerage system is at maximum capacity. Previous planning permissions for housing at lands zoned A2 - New Residential at Crowpark, have previously been turned down due to this as proposed developments have not proposed to upgrade existing water services for Eldergrove or come up with an engineering solution that means it won't have to rely on them. Any proposed development at this location should be contingent on whether they can resolve this issue.</li> <li><b>Co-working facilities, digital hubs/eHubs and eWorking centres</b> - In understanding the importance of this issue to overall Development Plan as well to supplement the 'Live-Work' community aim of the plan to include new objective: Trm Obj: "To identify suitable locations and support the provision of co-working facilities, digital hubs/eHubs and eWorking centres in Trim that function as outreach hubs for city-based employers and promote flexible working arrangements."</li> <li><b>Movement - Bus Stop Access</b> - Many residents in the town in housing estates are more than 15 minutes away by foot and much more than 400 metres, which is commonly considered the optimum distance. As a result, it is requested that the following objective be included: Trm Obj: "To work with the NRA to review and revise current bus stops and shelters so to best accommodate residents, particularly those with mobility issues, who are more than 400 metres away from current bus stops, pick-up and drop-off points."</li> <li><b>Social Infrastructure</b> - While Trim is served by a broad range of community facilities, there is an opportunity to better connect organisations &amp; groups together through the sharing of a community building or site, which the county could support. To this end, it is suggested the following policy be included: "Trm Pol: To support the coordination of voluntary community groups who are collaborating in the establishment of a share space in the town, giving due to attention to potential sites and existing buildings."</li> <li><b>Education Reservation Status</b> - Reinstate Education Reservation Status on land currently zoned "G1 Community Infrastructure" leading out of Trim along the R154; and which had previously been labelled "Possible Future Educational Site" in the Trim Development Plan</li> </ol>	



2014-2020
<b>Chief Executive's Response</b>
<ol style="list-style-type: none"> <li>1. Noted and this will be amended to state 7 schools.</li> <li>2. The adequacy and capacity of the existing public sewer will be assessed as part of any application on these lands.</li> <li>3. The objective proposed is noted and is provided for in Chapter 4 of the Written Statement (Volume 1) ED OBJ 4 'To identify suitable locations and support the provision of co-working facilities, digital hubs/eHubs and eWorking centres throughout the County that function as outreach hubs for city-based employers and promote flexible working arrangements'.</li> <li>4. It is considered that MOV OBJ 10 contained in Chapter 5 'To identify deficits in bus infrastructure and develop a priority list as a basis to secure funding for improvement works, including the provision of bus shelters, bus stops and travel information at stops' addresses this issue.</li> <li>5. The Council are supportive of developing new and enhancing existing community facilities in all settlements and provision is made for same as per SOC POL 2, SOC POL 3 and SOC POL 4 in Chapter 7 of the Written Statement (Volume 1). The community needs for Trim will be assessed in greater detail as part of the LAP process.</li> <li>6. Addressed as per submission no. MH-C5-101 (Grouped Theme Submission).</li> </ol>
<b>Chief Executive's Recommendation</b>
Amend number of educational facilities from 6 to 7 in the 'Town Context/Character'.

<b>Submission No.:</b>	MH-C5-844
<b>Submitted by:</b>	Tom Leavy
<b>Submission Theme(s):</b>	Land Use Zoning – Trim
<b>Summary of Submission:</b>	
<p>This submission relates to 10 acres of land at Maudlin Vale, Trim. This submission states that it is currently not commercially viable to finish out the Maudlin Vale site. It is requested that the adjoining 10 acres of land to the west are rezoned from G1 to A2 New Residential in order to make the Maudlin Vale site commercially viable. It is stated that the rezoning would help improve the character of the area, all services are available, there is an existing entrance and they are ready to build.</p>	
<b>Chief Executive's Response</b>	
<p>Submission MH-C5-236 refers to the 4 large residential and mixed-use zoned landbanks within the development envelope which are sufficient to cater for the allocated Core Strategy figures for Trim. As such it is not considered appropriate to zone these lands for residential development. There is a large quantity of residential zoning to the east and the existing community zoning is considered appropriate to this site and compatible with the adjoining community uses/zoning to the south, north and west. There are a range of permitted uses on a G1 zoning which include childcare facility, health centre, leisure facilities while retirement home and retirement village are open for consideration uses.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-861
<b>Submitted by:</b>	David O'Brien, Trimplant Ltd, Diarmaid O'Ceallaigh Stephen Connor, Thomas Sheridan
<b>Submission Theme(s):</b>	Written Statement & Land Use Zoning – Trim
<b>Summary of Submission:</b>	
<p>This submission relates to relates to Scurlockstown Business Park, a partly-developed employment facility which is located on Regional Road R154, about 3.5km to the east of Trim Town Centre and which was initially constructed in two main phases. Under the terms of the Trim Development Plan 2014 (as adopted), the Scurlockstown Business Park was governed, in its entirety, by objective E2.</p> <p>The land within Scurlockstown Business Park was zoned for E2 purposes under the terms of the Trim Development Plan 2014-2020, in its original form and this objective has been maintained by Meath County Council ever since; the effect of this consistent approach is that the subject site remains governed by the same general planning controls since this Plan was initially adopted in the year 2014. In our view, the proposed re-designation of this land for E1 purposes represents an undesirable departure from this existing arrangement and we note that the County Council could have pursued this change in policy when considering Variation No. 1 to the Trim Development Plan but refrained from doing so. Given the precise position of this site the town planning rationale underpinning the planned E1 objective and the associated change in the land-use zoning matrix, is not immediately apparent.</p> <p>The proposed change in the designation of this land, from E2 to E1, would greatly restrict the type of activities which could establish in the Scurlockstown Business Park and this would hamper efforts to secure employment-generating developments of a type which are likely to be attracted to this location.</p> <p>The uses which are currently deemed to be permitted-in-principle but which could no longer receive permission under the emerging arrangements would include agri-business, bring banks, builders providers, domestic fuel depot, enterprise centre, enterprise &amp; business start-ups, factory shop, furniture showroom, industry – light, heavy vehicle park, mart / co-op, motor repair / servicing, plant &amp; tool hire, recycling facility, transport depot and warehousing. The type of activities which are now proposed to be being eliminated under the Council's proposed zonal change are the precise developments which are found in medium-sized towns in the countryside of the Greater Dublin Area.</p> <p>Draft Variation No. 1 to the Trim Development Plan 2014-2020 candidly confessed that 'There are a significant number of vacant units, many of which are to let or for sale within...Scurlockstown Business Parks'and we respectfully submit that curtailing the type of uses which are acceptable in this area, as proposed in the Draft County Development Plan, would greatly reduce the likelihood of this overall development ever being completed, contrary to the Council's overall employment goals.</p> <p>The submission invites the Council to consider the possibility of an hybrid zoning scheme which allows the range of activities which is permissible on E1 and E2 land to locate in the Scurlockstown Business Park. Such an arrangement would be consistent with the uses which are already in this area and would provide increased flexibility, in terms of the type of developments which are permissible. This alternative would make a greater contribution towards achieving the Council's strategic employment and economic goals for the county, than the restrictive approach</p>	



which is currently being espoused.

#### **Chief Executive's Response**

It is considered that an E1 High Technology Use is a more suitable zoning for the existing Scurlockstown Business Park and consists of more high-end office type developments. There are a significant multitude of uses permitted on E1 zoned lands. The E2 General Enterprise and Employment zoning to the northwest of the town is the location for the more traditional heavy and manufacturing business park uses.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-872
<b>Submitted by:</b>	Jim Brogan Planning Consultant on behalf of CGG Investments Limited
<b>Submission Theme(s):</b>	Written Statement & Land Use Zoning – Trim
<b>Summary of Submission:</b>	
<p>This submission relates to the site of The Steps Pub which is located at the north-eastern junction of Emmet Street and Patrick Street in Trim. The property is zoned for G1 Community Infrastructure purposes in the current Trim Plan and the Draft Plan. The building is vacant for 10 years and is a Protected Structure. Under the Trim Plan 2008-2014 the site was zoned for C1 Mixed Use and permission was granted under TT/130012 for an extension to the pub.</p> <p>This submission requests the site be re-zoned for B1 purposes. The submission states that it is unclear as to why the zoning was changed from C1 to G1 and as a result changed the status of the use of the site and adjoining sites to non-conforming uses with the G1 zoning objective. The submission states that the adjoining national school relocated to a new campus 10 years ago and so the site is not required for the expansion of same.</p> <p>It is stated that the Draft Plan does not refer anywhere in the document that the site will be required for a school or any other community infrastructure. It is therefore questioned how the retention of the current zoning can be justified. The submission contends that the G1 zoning on this site and the adjoining former school site is one of the reasons why these sites have remained vacant. Reference is made to a recent further information request on this site as per Planning reference No. TA/191257 whereby the Planning Authority requested the applicant to submit a justification and demonstrate how the proposal for 6 apartments complied with the G1 site zoning. It is stated that the site zoning is an obstacle to the development of the site.</p> <p>It is stated that a B1 site zoning would facilitate mixed use development such as that proposed in the current application and would also be in compliance with the NPF and RSES policy of targeting a significant proportion of urban development on brownfield/infill sites and would also be in compliance with TRM OBJ 4 to facilitate infill and backland development in the town centre.</p>	
<b>Chief Executive's Response</b>	
<p>It is noted that the building has been vacant for a number of years and is a Protected Structure. Under the Trim Plan 2008-2014 the site was zoned for C1 Mixed Use and permission was granted under TT/130012 for an extension to the public house. Reference is also made in the submission to a recent further information request on this site as per TA/191257 whereby the Planning Authority requested the applicant to submit a justification and demonstrate how the proposal for 6 apartments complied with the G1 site zoning. It is stated that the site zoning is an obstacle to</p>	

the development of the site. It is considered that the existing public house use onsite does not conform with the G1 zoning and that the G1 zoning is an obstacle to the development of the site and the survival of the Protected Structure. It is considered that the site would not be developed for a G1 use and that a B1 site zoning would be more appropriate owing to the site location and the existing/previous uses onsite.

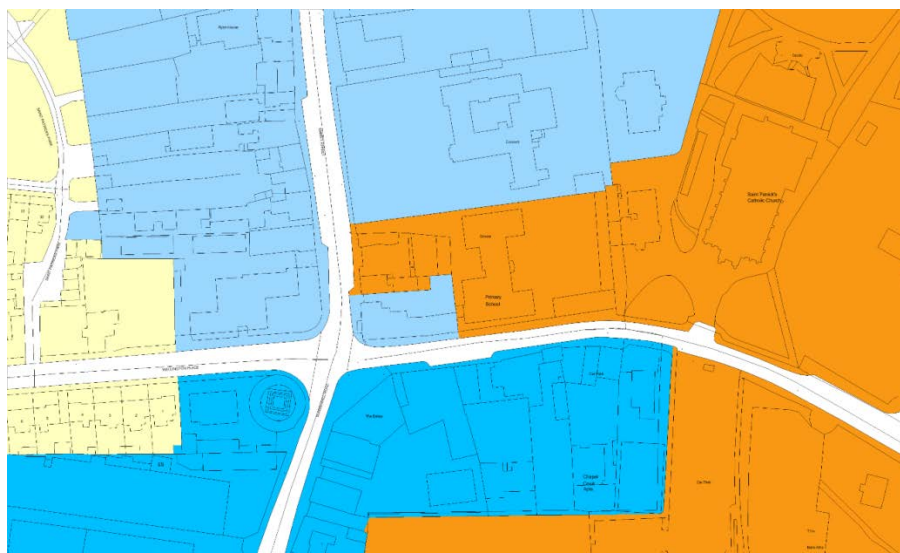
There is also an Intervening section of existing development to the north that would benefit from a town centre zoning

#### **Chief Executive's Recommendation**

It is recommended that the lands should be rezoned from G1 Community Infrastructure to B1 Town Centre



Draft Plan Land Use Zoning Map



Proposed amended Land Use Zoning Map detailing the lands rezoned from G1 community Infrastructure to B1 Town Centre

<b>Submission No.:</b>	MH-C5-892
<b>Submitted by:</b>	Shay Scanlon Architect on behalf of Derek Byrne
<b>Submission Theme(s):</b>	Written Statement & Land Use Zoning – Trim
<b>Summary of Submission:</b>	
<p>This submission relates to lands at Whitehall, Trim. The Draft Plan proposes a zoning of E2 General Enterprise and Employment. The submission seeks to have the lands re-zoned to A2 New Residential.</p> <p>The submission states that the site adjoins the town, the bus stop for Trim, and is also situated along the track of the old rail line from Dublin/Kilmessan to Athboy, would be better suited to high density accommodation/housing and that the present E2 zoning which has been there for years will never be realised and that sprawl is happening out the other sides of Trim as a result of these vast industrial open sites in the town centre, which are no longer needed to be zoned in this way for factories and retail, and the centre is being left open for Industrial , which this type of zoning is better suited to the Scurglockstown Industrial estate on the Dublin side of Trim..</p>	
<b>Chief Executive's Response</b>	
<p>The re-zoning of existing E2 lands to A2 within an existing and established industrial estate would be considered a non-compatible use and would be contrary to the proper planning and sustainable development of the area. In relation to Trim it is considered that a sufficient quantum of land has been zoned in the Draft Plan to accommodate the allocated population growth during the period of the Draft Plan. As such it is not considered appropriate to zone these lands for additional residential development. Submission MH-C5-236 refers to the 4 large residential and mixed-use zoned landbanks within the development envelope which are sufficient to cater for the allocated Core Strategy figures.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-1002
<b>Submitted by:</b>	Knightsbrook Crescent Residents Association
<b>Submission Theme(s):</b>	Volume 2, Settlements -Trim Written Statement, Chapter 8 – Culture and Natural Heritage Strategy;
<b>Summary of Submission:</b>	
<p>The Residents Association are seeking that a stand of 25 mature oak trees that border their estate be protected. A map with the co-ordinates and location of the trees is included.</p>	
<b>Chief Executive's Response</b>	
<p>Trees have significant environmental, social and cultural value and make a positive contribution to landscape character. It is a policy of the Plan – <i>'To protect and encourage the effective management of native and semi-natural woodlands, groups of trees and individual trees and to encourage the retention of mature trees and the use of tree surgery rather than felling, where possible, when undertaking, approving or authorising development (HER POL 40)'</i>, DM OBJ 116 also refers.</p>	

HER OBJ 37 states that *It is an objective of the Plan to review the Meath Tree, Woodland and Hedgerow Survey (2011), over the life time of the Development Plan, as appropriate.*

A detailed Local Area Plan for the Trim will be prepared during the life of this Plan. Where a need for additional trees to be protected, such as the stand identified, can be examined in greater detail as part of the preparation of the Local Area Plan.

**Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-1013
<b>Submitted by:</b>	Murray Architects on behalf of Knights Tower Holdings Ltd
<b>Submission Theme(s):</b>	Written Statement & Land Use Zoning – Trim
<b>Summary of Submission:</b>	
This submission relates to lands at Knightsbrook Hotel, Trim. This submission requests that the lands are rezoned from D1 Tourism to A1 Existing Residential or A2 New Residential. It is stated that much of the land has become surplus to the requirements of the hotel and there is no prospect of it being developed for any tourist or visitor related facility. Having regard to the surrounding residential use it is stated that a residential zoning would be in keeping with the proper planning and sustainable development of the area.	
<b>Chief Executive's Response</b>	
In relation to Trim it is considered that a sufficient quantum of land has been zoned in the Draft Plan to accommodate the allocated population growth during the period of the Draft Plan. As such it is not considered appropriate to zone these lands for additional residential development. Submission MH-C5-236 refers to the 4 large residential and mixed-use zoned landbanks within the development envelope which are sufficient to cater for the allocated Core Strategy figures. There are a range of Tourism uses which the landowner could pursue which would be compatible with the hotel and golf course use on the overall tourism zoned lands at this location	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

## KELLS

<b>Submission No.:</b>	MH-C5-33 & MH C5-34
<b>Submitted by:</b>	Thomas Clinton
<b>Submission Theme(s):</b>	Chapter 2 Core Strategy, Chapter 11 Development Management Standards and Land Use Zoning Objectives
<b>Summary of Submissions:</b>	
The purpose of this submission is to seek the rezoning of a circa 15.87 Ha of agricultural lands at Archdeaconry Glebe and Circa 3.20 Ha at Townspark, Kells, Co. Meath. The submission requests the following:	

1. That the subject lands are zoned for residential purposes. The submission questions the rationale for zoning by referring to the Kells Development Plan 2013-2019.

#### Chief Executive's Response

As per the requirements of Section 10 (1A) of the Planning and Development Act 2000, as amended, it is necessary for a Local Authority to prepare a development plan that is consistent with the relevant regional spatial and economic strategy for the region. This includes complying with the population targets that are set out as part of these regional strategies. In this regard, Meath County Council have prepared a strategy that complies with the population targets set out as part of the relevant regional strategy and this is set out in Chapter 2 of the Draft Plan. A household allocation of 452 units is provided for Kells and, as per Chapter 2 this is sufficient to accommodate the population growth for this settlement. As outlined in Chapter 2 of the Draft Plan it is considered that the 19.3 ha of residential lands zoned in Kells is sufficient for the delivery of these units and as such there is no requirement for further lands to be zoned.

It is considered that the lands chosen for residential development in this location are sequentially preferable, are appropriately serviced and preferable to the lands subject to this submission. This approach is consistent with Development Plan Guidelines for Planning Authorities 2009 issued under Section 28 of the Planning and Development Act 2000, as amended. As such no change to the Draft Plan is required.

#### Chief Executive's Recommendation

No change required.

<b>Submission No.:</b>	MH-C5-61
<b>Submitted by:</b>	Balrath Residents Association
<b>Submission Theme(s):</b>	Kells Written Statement
<b>Summary of Submission:</b>	
This submission addresses a number of issues as follows:	
<ol style="list-style-type: none"> <li>1. <b>Amendment to KEL OBJ 15 - Pedestrian Enhancements on N52</b> - The submission highlights the results of a recent Traffic Survey on the N52 which identified traffic speeds driving on average well in excess of the 60km/h speed limit. Objective KEL OBJ 15 in the Kells Written Statement states: <i>To support and facilitate the implementation of pedestrian enhancements to the N52 on a phased basis in conjunction with relevant stakeholders</i>. The submission considers the existing Objective KEL OBJ 15 of the Plan as too vague and requests a specific reference to the 1km section of N52 from the M3 to the Rhine.</li> <li>2. <b>Heritage Walking Trail</b> - The submission also brings to attention the development of a looped heritage walking trail by Balrath Residents Association which has been supported by 50 groups in the locality for its education, fitness and well-being potential. An application for funding has been submitted.</li> <li>3. <b>Bus Stop on N52, Balrath Kells</b> - Submission requests the provision of a Bus Eireann Bus-</li> </ol>	

Stop for Route 167 from Dundalk to Mullingar to cater for the community.

4. **Water Services Infrastructure** - Given the volume of homes within a 1km stretch of road on the N52, Balrath Residents Group request Meath County Council to explore the feasibility of extending the wastewater network to serve these homes. Each home currently has an individual septic tank.
5. **Kells Community/Sports Centre** - The submission requests the provision of a community/sports centre in the Master plans for the Frontlands and Backlands to cater for social groups and sports clubs in Kells.
6. **N52 Realignment - Balrath Kells** - Balrath Residents Group request plans to realign the section of road from Callighstown to Balrath Cross as a future Minor Improvement Scheme to be formally added to the Plan.

#### Chief Executive's Response

1. Objective KEL OBJ 15, as identified above, states '*To support and facilitate the implementation of pedestrian enhancements to the N52 on a phased basis in conjunction with relevant stakeholders.*' The results of a recent Traffic Survey on the N52 have been discussed between the Transportation Department of Meath County Council, Balrath Residents Association and the Kells MD Councillors. The Transportation Department have looked at a potential design for this stretch of road and consulted with TII. A Feasibility Study will be carried out by Meath County Council in relation to the section of the N52 from the M3 to the Rhine which will be then be submitted to TII for consideration. It is considered that the objective in place is adequate to support the delivery of the pedestrian enhancements to the N52 from the M3 to the Rhine should the provision of such works prove to be a proven to be warranted and viable. Therefore, no change is recommended in this regard.
2. Meath County Council Community Department has already embraced the concept of the trail. A funding application for a section of the trail was made by the Community Department under the Outdoor Recreation Infrastructure Scheme in 2019.
3. Any proposal for a Bus Éireann Bus-Stop would be adequately supported by the MOV OBJ 10 of the Draft Plan.
4. The feasibility of same can be assessed in detail as part of the detailed LAP process for Kells.
5. This Plan will continue to support the provision of facilities and services to meet the needs of the entire community in appropriate locations in the town. Community and recreational facilities will form an integral part of the development of The Frontlands and The Backlands. It is recognised that The Backlands and The Frontlands are two large parcels of land with potential to accommodate a significant quantum of development in proximity to the urban core of the town. These lands are a critical element of the long term growth strategy for the town due to their potential to deliver a range of uses including, commercial, residential, community, and recreational uses in proximity to the town centre. In this regard it is considered that the land-use strategy and zoning of these lands should specifically be assessed and analysed in greater detail as part of the LAP process for Kells town. The function of a LAP is to take a detailed look at a specific area, identifying and analysing the various issues of relevance, before establishing and setting out principles for the future development of the area. Local Area Plans provide more detailed planning policies for areas where significant development and change is



anticipated, without having to prepare very detailed local planning policies and objectives for many specific areas within county development plans.

6. Improvement's to the roads across the country in terms of upgrades, realignments, repairs, traffic management measures and traffic calming are assessed and implemented as deemed necessary and as resources allow.

#### Chief Executive's Recommendation

No Change Recommended.

<b>Submission No.:</b>	MH-C5-115
<b>Submitted by:</b>	McKenna & Associates Architects on behalf of John and Sandra Morris
<b>Submission Theme(s):</b>	Land Use Zoning – Kells
<b>Summary of Submission:</b>	
<p>This submission requests an extension to the town boundary and the zoning of existing unzoned lands (1.37 ha) at Gardenrath Upper road in Kells to A2 New Residential. The submission states that this is a gateway location to Kells which would be suitable for residential or ancillary community uses. The following strategic arguments for the re-zoning of the lands are stated;</p> <ul style="list-style-type: none"> <li>• The town boundary should logically use the M3 as a boundary</li> <li>• Gateway site into Kells</li> <li>• rezoning will protect the amenity of existing neighboring dwellings.</li> <li>• A developed project will use sustainable technologies</li> <li>• Adjacent to services</li> <li>• Affordable housing would be made available as part of development</li> <li>• No development has occurred on other long-term residential zoning in Kells. The land is family owned and will be developed promptly if rezoned.</li> <li>• There is a large demand for houses in Kells</li> </ul>	
<b>Chief Executive's Response</b>	
<p>The Development Strategy for Kells will focus on consolidation of the existing urban footprint and on the creation of a more compact settlement. Additional zoning of the scale proposed at this location would militate against the objective to achieve a compact urban settlement, would be contrary to the sequential approach and would be contrary to principles of sustainable development. Future development in the town will take a more sequential approach to development with priority given to lands within and closer to the town centre.</p> <p>In light of this, the subject lands identified are not considered to be suitable for rezoning given the presumption in favour of development for lands closer to the town centre on appropriate infill / backland sites. The subject site would likely lead to urban sprawl and encroachment into the countryside which would not be considered sustainable given the existing capacity for residential lands identified in the town envelope.</p> <p>The subject lands do represent a strategic landbank that may be suitable for rezoning in future development plans however the strategic landbanks of The Frontlands and The Backlands within the town core are more sequentially preferable for development during the lifetime of this plan</p>	

and will consolidate the existing urban footprint and create a more compact settlement.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-119
<b>Submitted by:</b>	ABBD Civil Engineering on behalf of Mr. Pádraig Ó'Céidigh
<b>Submission Theme(s):</b>	Land Use Zoning – Kells
<b>Summary of Submission:</b>	
<p>This submission relates to St Colmcille's Nursing Home on the Oldcastle Road in Kells. It is stated that there is also a sperate childcare facility onsite. This submission requests the rezoning of existing G1 community Infrastructure land to the rear of the nursing home to A2 New Residential or C1 Mixed Use so as to allow for a wider spectrum of housing provision to provide for a more inclusive and sustainable community.</p> <p>The submission presents the following in support;</p> <ul style="list-style-type: none"><li>• A varied housing mix and tenure may allow the development of a more diverse and cohesive environment with young and old cohabitating.</li><li>• It is proposed to use the Council operated agricultural access that is located along the eastern boundary to be used as a new entrance to the nursing home and also proposed housing to the rear which is stated as being approved in principle with the Roads Section of MCC</li><li>• Expansion of the nursing home will create additional jobs and with housing for key workers to the rear of the site the proposal would constitute a 'live-work' community.</li><li>• Under KA/110654 and EOD KA/161181 planning permission has been granted for 22 assisted living units which the submission states is difficult to now justify financially and for the elderly resident's quality of life. The submission states that these type of developments do not work in Ireland and that moving to a more vibrant and diverse community that allows their co-existence with children, young people and adults would be a more attractive environment.</li></ul>	
<b>Chief Executive's Response</b>	
<p>The Development Strategy for Kells will focus on consolidation of the existing urban footprint and on the creation of a more compact settlement. Additional residential zoning of the scale proposed at this location would militate against the objective to achieve a compact urban settlement, would be contrary to the sequential approach and would be contrary to principles of sustainable development. Future development in the town will take a more sequential approach to development with priority given to lands within and closer to the town centre.</p> <p>In light of this, the subject lands identified are not considered to be suitable for rezoning given the presumption in favour of development for lands closer to the town centre on appropriate infill / backland sites.</p> <p>In relation to Kells it is considered that a sufficient quantum of land has been zoned in the Draft Plan to accommodate the allocated population growth during the period of the Draft Plan. As such it is not considered appropriate to re-zone these lands for additional residential development. The strategic landbanks of The Frontlands and The Backlands within the town core are more sequentially preferable for residential development during the lifetime of this plan and will consolidate the existing urban footprint and create a more compact settlement.</p>	

The subject lands will allow for the expansion of the existing nursing home and retirement village, step-down units and sheltered housing are all open for consideration uses on G1 zoned lands and would be appropriate considering the existing established nursing home onsite.

**Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-226
<b>Submitted by:</b>	Kennedy Associates on behalf of Columba Property Company CLG
<b>Submission Theme(s):</b>	Land Use Zoning – Kells
<b>Summary of Submission:</b>	
<p>This submission relates to the Frontlands within Kells Town. The submission states that the Draft Plan proposes to make significant amendments to the zoning objectives and masterplan area boundary for the Frontlands to which the submission strongly objects to and requests that the zoning and masterplan objectives remain as per the current Kells Development Plan.</p> <p>The submission strongly objects to the proposed amendments as set out above, for the following reasons;</p> <ul style="list-style-type: none"> <li>• The Draft Plan fundamentally alters the current, agreed strategic development context for the Frontlands as set out in the Kells Development Plan 2013 –2019.</li> <li>• A masterplan for the Frontlands was approved in writing by Meath County Council on 14th March 2019. The proposed amendments to the zoning objectives are at odds with the objectives of the approved masterplan.</li> <li>• The proposed amendments will undermine the viability of the approved development framework and are without foundation in planning policy terms.</li> <li>• It will not be possible for the landowners to deliver the proposed distributor road, currently before An Bord Pleanala.</li> <li>• The down-zoning of the existing 'A2 New Residential' lands directly to the north-west of the masterplan area, to RA Rural Area, is unreasonable and contrary to the 'Development Plans, Guidelines for Planning Authorities' (Sequential Approach) issued by the Department of Environment, Heritage and Local Government in June, 2007.</li> <li>• Comprehensive redevelopment of the Frontlands is clearly supported in the Draft Plan as a necessary element in creating 'a more compact settlement'. The current B1 zoning reflects the fact that the Frontlands is a 'natural extension of Kells town centre' as stated by the Council's officials in their letter of 14<sup>th</sup> March.</li> <li>• Chapter 11 of the Draft Plan explains that the B1 zoning is the appropriate land use designation for the centre of settlements in the upper tier of the settlement hierarchy, including Key Towns and Self Sustaining Growth Towns, such as Kells. Its purpose is to facilitate employment generation, service and retail provision, together with an element of residential development to create balanced, vibrant urban communities. This accords directly with the Council's express aim to secure such uses on the Frontlands.</li> <li>• The C1 zone is more narrowly focused than the B1 zoning. It is intended to facilitate employment creation and residential use. This is further evident from a review and comparison of the range of uses considered 'permitted uses' and 'open for consideration uses' in the Draft Plan. Such uses include cinema, conference/event centre, night club, funeral home, leisure, recreation and sports facilities, supermarket, superstore, take -</li> </ul>	

away/fast food outlet etc. Banks and financial institutions, included as 'permitted uses' under B1, are not permitted in the C1 zone.

The submission requests that the proposed amendments be deleted and the land use policy and zoning designations, as set out in the current Kells Development Plan 2013 –2019 pertaining to the Frontlands, be retained.

The submission also draws attention to Chapter 11 of the Draft Plan (Section 15. land use zoning objectives) which states that in order to achieve balanced development the percentage of residential development in C1 zones shall generally not exceed 50 % of the quantum of development. Whereas Note 9 of the Draft Plan (Chapter 11, Volume 1) states that a maximum 30% of any development on C1 (or B1) zoned lands can comprise of residential development. It is requested that this apparent discrepancy be clarified.

### **Chief Executive's Response**

The future development of Kells will focus on consolidation of the existing urban footprint and the provision of a balanced and well connected environment that has an appropriate mix of housing and uses that will ensure the town can meet the needs of its residents and wider community.

It is recognised that The Backlands and The Frontlands are two large parcels of land with potential to accommodate a significant quantum of development in proximity to the urban core of the town. These lands are a critical element of the long term growth strategy for the town due to their potential to deliver a range of uses including, tourism, commercial, residential, community, and recreational uses in proximity to the town centre.

There was a masterplan agreed under the existing Development Plan which included a significant town centre zoning, which in conjunction with The Backlands, are now considered an inappropriate scale of development for a town the size of Kells over a six year plan period. It must also be noted that the previous zoning was done prior to the NPF and RSES being adopted. The current zoning, particularly in Frontlands and Backlands, are now considered to be in non compliance with the aforementioned higher tier plans. Consequently, no further zoning for residential or mixed use can be considered under the existing Draft Plan but this important strategic land bank can be secured for alternative uses.

The subject lands are located within the town core area where there are no lands zoned for tourism uses. For a proposed tourism use connectivity with the town centre is considered essential in order for a tourism development to be fully integrated with the town and it is considered that The Frontlands are ideally located for same. The Frontlands are considered appropriate to provide for tourism-based industry around historical and heritage elements, such as St. Columb's Well, the mural tower and the town walls.

Tourism is a major service industry that can bring significant economic and social benefits to Kells, and the town has a high number of visitor attractions. However, a report by Meath Tourism highlights that visitor numbers to the county remains relatively low. Therefore, the assets which are unique to the town need to be harnessed so that the number of visitors increases. Kells is widely recognised as a heritage town within the mid-eastern region and acts as a gateway for tourists to north Meath and beyond. The influence of both a pre-Norman monastic enclosure and a walled Anglo-Norman settlement are visible in the area, as are numerous High Crosses, including the famous Market Cross. Kells is best known for, and associated with the Book of Kells, one of the most famous illustrated manuscripts in the world. The Boyne Valley Tourism Strategy

2016-2020, 'is designed to capitalise on the depth of natural and built resources and market the destination based on the diversity of experiences it will offer visitors' and includes the following objectives:

- 'to develop a programme to create a series of Tourism Destination Towns, initially focusing on the four urban areas of Drogheda, Navan, Trim and Kells.'
- 'to develop a multi-site cultural quarter strategy that will become the focal points for sustained cultural and arts development across the Boyne Valley. Development of ...a Cultural Hub [in Kells] to enhance the marketing of the area.'

The zoning for Tourism purposes and development of the northern section of The Frontlands will facilitate access to 2 tourist spots - the Mural Tower to the North and St. Columb's Well to the west. The Masterplan proposes to 'celebrate, highlight and increase access to the area's heritage, while further facilitating tourism through the provision of high quality service, leisure and recreational facilities as well as car parking'.

A new link road has recently been permitted by An Bord Pleanála (PL19.304799) which will open up the Frontlands for development and as part of an agreed Masterplan, a tourism and cultural quarter was proposed. Such a quarter could further enhance the vitality and viability of the town centre and would result in a significant spin-off effect for other town centre businesses. The Frontlands are located within the town core and will be highly accessible to the main street for pedestrians and cyclists and are considered sequentially preferable lands for tourism accommodation, café/restaurant, craft centre/craft shops, recreation/sports facilities as well as a range of other permitted and open for consideration uses.

The residential zoning in the south-western corner of the Masterplan lands will provide for the Residential Zone as detailed in the agreed Masterplan while the C1 Mixed Use lands will provide for the Commercial & Shopping Quarter which includes an anchor tenant and retail/commercial. The agreed Masterplan provided for a small business and creative hub and retail, tourism and cultural quarter within the northern section of The Frontlands.

The Small Business and Creative Hub was stated as serving as a catalyst for small businesses, designers, entrepreneurs and creatives while the Retail, Tourism and Cultural Quarter would comprise part of a sequence of interconnecting spaces highlighting and celebrating local heritage, promoting and facilitating retail, tourism and cultural facilities. Having assessed the uses proposed as per the agreed Masterplan and assessed the characteristics and strategic location of the lands a town centre D1 Tourism zoning is considered most appropriate and in keeping with the creative hub and tourism/cultural quarter identified for this portion of the lands in the agreed Masterplan and the objectives contained in the Boyne Valley Tourism Strategy 2016-2020.

A Tourism zoning would be in compliance with KEL OBJ 5 'To support the promotion of the town as a visitor and tourism destination and facilitate the delivery of new and innovative visitor experiences and festivals', KEL OBJ 6 'To develop and promote cultural facilities and support the establishment of a Kells Creative Hub and Kells Paintworks' and KEL OBJ 10 'To support and facilitate complementary uses such as retail and leisure to locate adjacent to tourist attractions'.

This strategic landbank will be attractive to tourism uses such as that detailed above and in the agreed Masterplan. The permitted uses for a D1 Tourism Zoning include 'B & B / Guest House, Caravan Park, Children Play / Adventure Centre, Community Facility / Centre, Conference/Event Centre, Medical & related uses, Craft Centre / Craft Shop, Cultural Facility, Hotel / Motel / Hostel, Leisure / Recreation / Sports Facilities, Restaurant / Café, Water Services / Public Services' while

Open for Consideration Uses include 'Amusement Arcade, Cinema, Convenience Outlet, Childcare Facility, Cultural Facility, Dance Hall / Night Club, Offices <100m<sup>2</sup>, Public House, Shop, niche type commercial supports, Telecommunication Structures'.

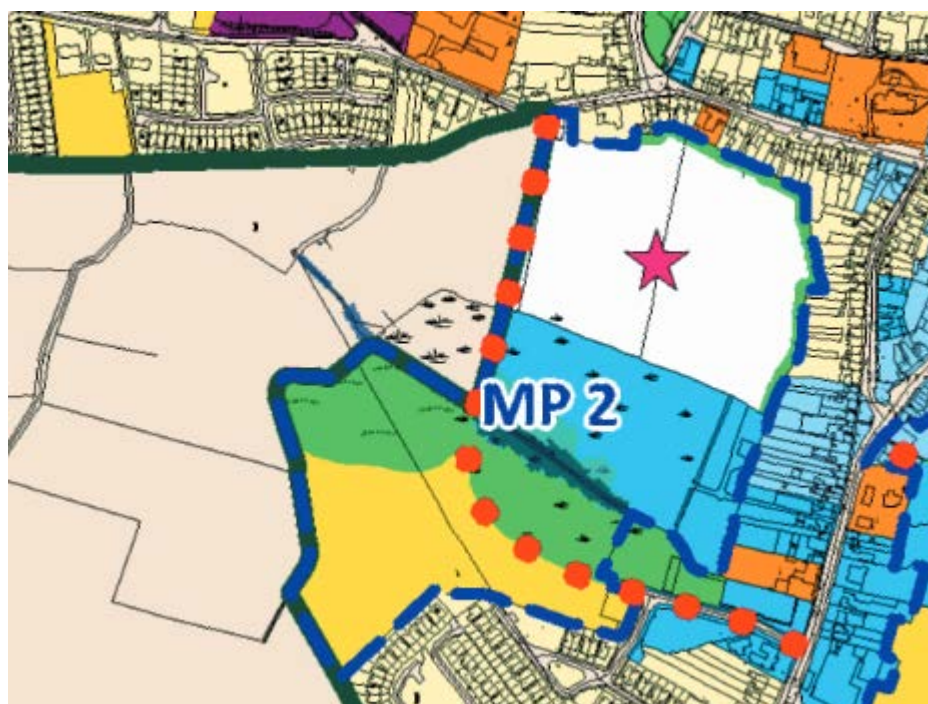
The agreed Masterplan references a Tourism Hub at this location and such a facility would be of economic benefit to the town as a whole and should be supported and promoted. Having regard to the foregoing it is recommended that a D1 Tourism zoning should be applied to the star objective lands and the remainder of the lands within the agreed Masterplan site. The A2, F1 and C1 zonings should remain as per the Draft Plan.

The land-use zoning objective of these lands together with the Backlands will be further explored as part of the LAP process.

### Chief Executive's Recommendation

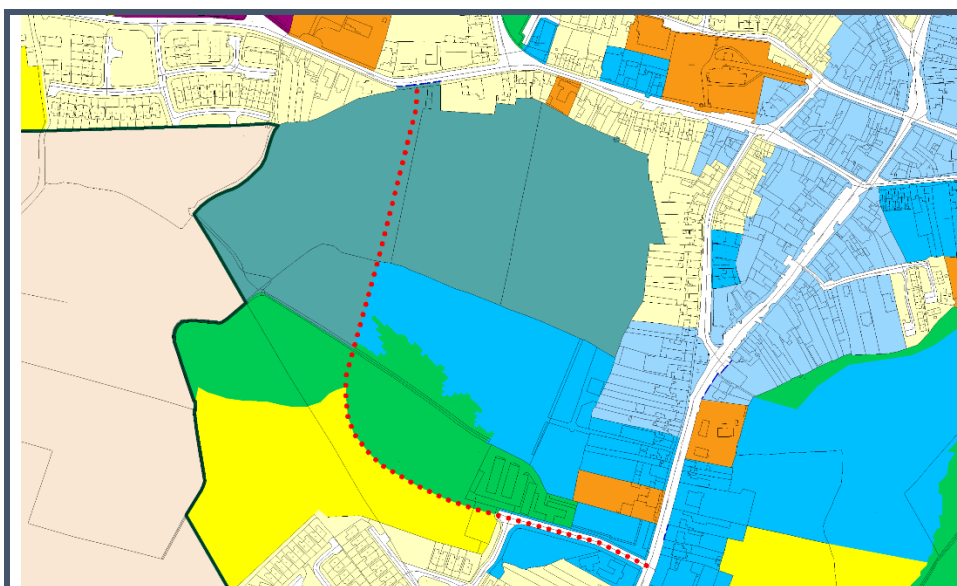
The following recommendations are made;

1. Frontlands road to be shown on key as a permitted road (PL19.304799)
2. Remove spot objective from zoning map and rezone to D1 Tourism
3. Amend Masterplan boundary to the west to include all lands as per the agreed Masterplan and zone for D1 Tourism



Land Use zoning as per the Draft Plan





Proposed amended Land Use Zoning Map showing lands rezoned to D1 Tourism

<b>Submission No.:</b>	MH-C5-233
<b>Submitted by:</b>	Sean Boyle Architect/Surveyor/Planning Consultant on behalf of The Woods Family
<b>Submission Theme(s):</b>	Land Use Zoning – Kells
<b>Summary of Submission:</b>	
This submission relates to B2 Retail Warehouse Park zoned lands on the R147. Support is expressed for keeping the zoning as retail warehouse park which is stated as a good location for such a use. It is stated that construction has already started, and it is requested that this zoning is retained.	
<b>Chief Executive's Response</b>	
The support for retaining the B2 zoning is noted. No change is proposed to the B2 zoned lands.	
<b>Chief Executive's Recommendation</b>	
No change required.	

<b>Submission No.:</b>	MH-C5-245
<b>Submitted by:</b>	Declan Brassil & Company on behalf of Eureka House Developments Ltd.
<b>Submission Theme(s):</b>	Land Use Zoning – Kells
<b>Summary of Submission:</b>	
The site comprises the former school buildings on grounds of c.2.4 ha. The main period school building is listed on the Meath Register of Protected under MH017-088. This submission proposes the following amendment to the Written Statement and Zoning Map for Kells (Volume 2).	
<b>Proposed Amendment:</b> The rezoning of 2.4ha identified on Sheet 18(a) Land Use Zoning for Kells from Objective G1 (Community Infrastructure) to Objective C1 (Mixed Use).	
The submission states that the current G1 zoning objective reflects the historic and now obsolete use of the site and structures as a school. This submission states that it is appropriate to review the zoning objective on the site having regard to its current status and its location, context and	

potential to achieve the objectives of the Draft Plan for Kells. The submission states that the property is now in private ownership, being acquired by the owner of the adjoining Kells Backlands site to facilitate the regeneration of the brownfield school site as part of the integrated plan-led development of the Backlands site, consistent with the objectives of the Written Statement for Kells and its status as a Self-Sustaining Growth Town.

The submission states that the site represents an important environmental asset with significant capacity to accommodate urban consolidation and a sustainable mix of uses in a high-quality urban setting incorporating important natural and built heritage features on site. It is stated that the lands meet all of the national criteria for sequential, compact, mixed use, plan-led development., providing an opportunity for a mix of residential, employment and community uses that will enhance the quality of life of existing and future residents in Kells and assist in rebalancing and consolidating the established urban form and that the proposed amendment to the Draft County Development Plan is consistent with national and regional policy and the proper planning and sustainable development of the area.

#### **Chief Executive's Response**

This is the same company that owns the entire 'Backlands' which has had planning permission for over 10 years (KT/800014) and no development has occurred. The company appears to have gained ownership/control of lands onto R147 (former HSE building) as well as further accesses onto Bective Street – see submission MH-C5-550. This is to be welcomed and provides for greater accessibility to the strategic land bank and potential benefits to Kells Town itself.

The mixed use zoning has extended onto both streets and provides key access onto both the R147 and Bective Street. The subject site (former Eureka Secondary School) is currently zoned G1 as part of a large extensive G1 zoning along the R147. The site contains a Protected Structure and is surrounded by a swimming pool and other schools. Given the extent and scale of mixed use zoning in the Draft Plan it is not envisaged that further mixed use lands are required during this Plan period. The G1 zoning permits numerous compatible with the adjoining lands uses such as childcare facility, community/cultural facility, nursing home, step-down housing and retirement village.

As such it is not considered appropriate to zone these lands for additional mixed use or residential development. There is a large quantity of mixed use zoning to the east within both the Kells Backlands and Frontlands sites. The existing building onsite is a Protected Structure and both it and its setting should be protected. A community use is considered appropriate to this site and compatible use with the adjoining community uses to the south and east.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-246
<b>Submitted by:</b>	Declan Brassil & Company on behalf of Michael McKeon
<b>Submission Theme(s):</b>	Land Use Zoning – Kells
<b>Summary of Submission:</b>	
This submission relates to a site on the southern side of the Cavan Road (R147) in Kells and currently accommodates a vacant dwelling.	
<b>Proposed Amendment:</b> The rezoning of 0.44ha identified on Sheet No 18(a) from Objective	

A1(Existing Residential) to Objective C1(Mixed Use).

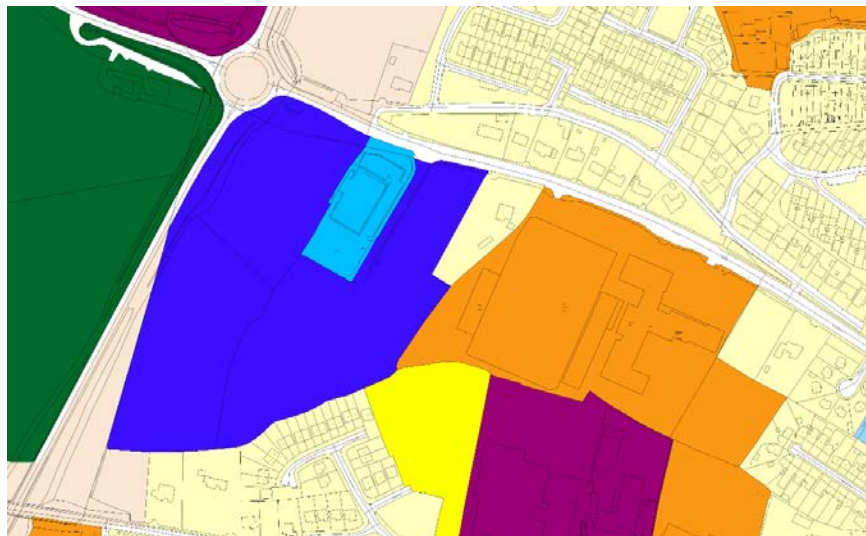
It is stated that the site adjoins the existing Aldi store and a service station which is currently under construction. It is submitted that the current A1 –Existing Residential is no longer consistent with the adjoining commercial and educational context of the site and subject to an appropriate zoning, it is intended to develop the site for commercial use that is complementary to and consistent in character with the under construction commercial development and the established commercial and educational uses on the southern side of Cavan Road.

#### **Chief Executive's Response**

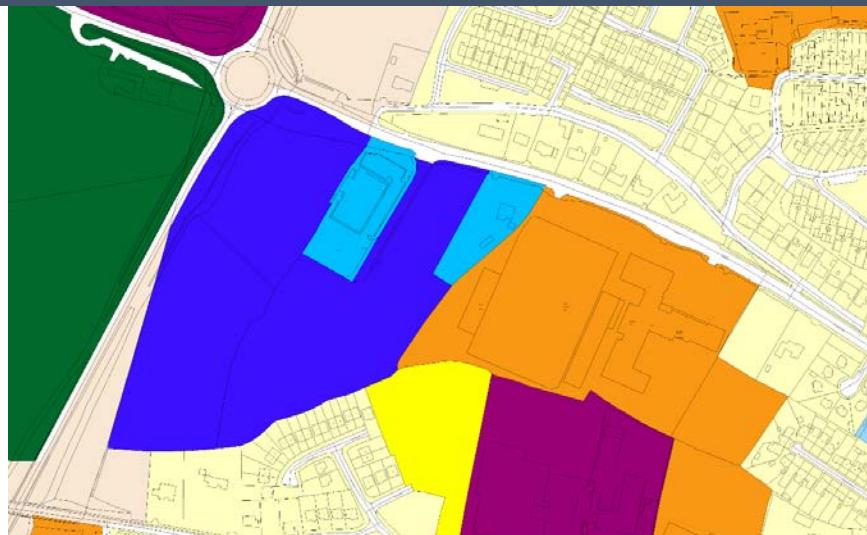
The site contains an existing dwelling and is adjoining the existing Aldi store, a service station which is currently under construction and a wider area of B2 Retail Warehouse zoned lands, all to the west. The new Eureka Secondary School is adjoining to the east. It is considered that the proposed rezoning from A1 'Existing Residential' to C1 'Mixed Use' is appropriate given the immediate context and location of the site, adjoining existing Mixed Use and future Retail Warehouse use, and the opportunity presented by the site to consolidate commercial activity and employment generation in this area. It is considered that a residential use would not be compatible with the adjoining Retail Warehouse use and that a C1 Mixed Use would be more appropriate for this site and would allow it to be developed for a more compatible commercial use with the immediate adjoining land uses.

#### **Chief Executive's Recommendation**

It is recommended that the zoning should be amended from A1 Existing Residential to C1 Mixed Use.



A1 Residential Zoning as per the Draft Plan



Proposed amended Land Use Zoning Map showing lands rezoned from A1 Existing Residential to C1 Mixed Use.

<b>1. Submission No.:</b>	MH-C5-276
<b>Submitted by:</b>	Cllr Sean Drew
<b>Submission Theme(s):</b>	Written Statement - Kells
<b>Summary of Submission:</b>	
<p>This submission relates to;</p> <p><b>1. Wastewater Upgrade &amp; Extension</b></p> <p>In accordance with Infrastructure Policies 11 &amp; 12 of Volume 1 Draft Development Plan, the following specific addition to Volume 2 Kells Objectives under Infrastructure is requested:</p> <p>Following the planned upgrade by Irish Water of the Kells Wastewater Treatment Plant the network will be extended to include.</p> <ol style="list-style-type: none"> <li>1. The People's Park at Loyd to assist in the promotion and development of the park as a leisure and tourism amenity.</li> <li>2. All dwellings on the R163 Oldcastle Rd out of Kells between St Colmcilles Nursing Home and the People's Park at Loyd.</li> <li>3. All dwellings at Calliaghstown/Balrath on the N52, Mullingar Rd out of Kells.</li> </ol> <p><b>2. Social Infrastructure/Community Building</b></p> <p>In accordance with Community Building Strategy SOC POL 32 &amp; 33 and SOC OBJ 9 of Volume 1 Draft Development Plan, the following specific addition to Volume 2 Kells Objectives under Social Infrastructure is requested:</p> <p>To support local community and sports groups in the development of a Community Hall/Centre/Facility in Kells Town through the reservation of suitable land and the provision of funding where available and appropriate.</p>	
<b>Chief Executive's Response</b>	
<ol style="list-style-type: none"> <li>1. The extension of sewer networks is a matter for Irish Water. They make such investment decisions based on factors including; need, cost and availability of funding.</li> </ol>	

The Council will liaise with Irish Water the request for network extensions in Kells, outlined in this submission relation to item no. 1 the feasibility of extending the public sewer will be assessed in detail as part of the Kells LAP process.

2. This Plan will continue to support the provision of facilities and services to meet the needs of the entire community in appropriate locations in the town. Community and recreational facilities will form an integral part of the development of The Frontlands and The Backlands. It is recognised that The Backlands and The Frontlands are two large parcels of land with potential to accommodate a significant quantum of development in proximity to the urban core of the town. These lands are a critical element of the long term growth strategy for the town due to their potential to deliver a range of uses including, commercial, residential, community, and recreational uses in proximity to the town centre. The site of the former Eureka Secondary School is also zoned for G1 purposes and is currently vacant and would be an appropriate location for a community facility. The community facility requirements for Kells will also be assessed in greater detail as part of the more detailed LAP process for the town.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-374
<b>Submitted by:</b>	Brady Hughes Consulting on behalf of Dermot and Val Clarke
<b>Submission Theme(s):</b>	Land Use Zoning – Kells
<b>Summary of Submission:</b>	
<p>This submission relates to lands within and adjoining the 'Backlands' in Kells. Comparing the Current Plan and the Draft Plan, the submission notes the following:</p> <ul style="list-style-type: none"> <li>• The Development / Settlement Boundary has not changed, and approx. 30% of the landholding remains within the settlement boundary.</li> <li>• The employment use lands to the east of the subject site has been designated a 'Strategic Employment Site' in the Draft CDP.</li> <li>• It is proposed to re-zone that portion of the lands which are within the development boundary from G1 Community Infrastructure to F1 Open Space.</li> <li>• An objective to provide a distributor road to the north of the submitter's lands linking the employments lands to the east with the Town Centre to the west has been removed from the Land Use Zoning Map in the Draft CDP.</li> </ul> <p>The submission outlines the following;</p> <ul style="list-style-type: none"> <li>• The planned growth over the course of the plan period is 1000 people, or 16% which is the lowest planned growth for any of the designated Self-Sustaining Growth Towns. The other settlements within this grouping have a minimum planned growth target of 25% and up to 55%. Kells appears to have an unusually unambitious target in relative terms, particularly in the contest of its REDZ designation. It states that this will negatively impact on the Town's ability to attract new employers of scale and to reverse outward bounding computing numbers.</li> </ul>	

- The only portion of the submission lands within the development boundary are to be re-zoned to F1 Open Space, in an area where there is a proliferation of playing pitches already, in a strategic location between residential areas and employment generating areas. With two 18-hole Golf courses to the north east and the F1/D1 reserve to the West, Kells is not short of planned and structured open space.
- The lands are strategically located between Town Centre back lands, Residential Areas to the South and the Strategic Employment Site, and that they should be protected from inappropriate uses.
- The lands should form part of the long term growth strategy for the town due to their potential to deliver a range of uses in proximity to the backlands area of the town centre, and potential to form a link between the employment lands and the established residential communities served along the Gardenrath Road.
- The Master Plan boundary is too restricted, and it should include all of the lands south and east to the settlement boundary. The zoning classifications within that MP1 area should be flexible so as to be able to respond to the development of the Masterplan with the input and agreement of all of the stakeholders.

The submission requests that the Land Use Zoning Map for Kells be amended to include for the following;

1. Development/Settlement Boundary to be extended to include the full land holding.
2. Lands in their ownership currently Zoned G1 to remain G1.
3. MP1 boundary to be extended to include that part of our client's lands that are currently within the Development/Settlement Boundary.
4. MP1 to be given a 'Star objective' as per MP2.
5. Remainder of the lands to be zoned WL Whitelands, a strategic land reserve.
6. Distributor road objective - link from Backlands to Strategic Employment Site to be reintroduced and provided for on the land use zoning map for Kells.
7. It is also requested that the population growth target for Kells be raised from 16% of the 2016 recorded population to 25%, to achieve balanced regional growth within Sustainable Growth Towns equivalent to Trim and Ashbourne.

#### **Chief Executive's Response**

1. The Development Strategy for Kells will focus on consolidation of the existing urban footprint and on the creation of a more compact settlement. Additional zoning of the scale proposed at this location would militate against the objective to achieve a compact urban settlement, would be contrary to the sequential approach and would be contrary to principles of sustainable development. Future development in the town will take a more sequential approach to development with priority given to lands within and closer to the town centre i.e the existing Frontlands and Backlands zoned lands. In light of this, the subject lands identified are not considered to be suitable for rezoning given the presumption in favour of development for lands closer to the town centre on appropriate infill / backland sites. The subject site would also lead to urban sprawl and encroachment into the countryside along this section of roadway which would not be considered sustainable given the existing capacity for community and employment zoned lands identified in the town envelope.
2. A portion of the lands are located in Flood Zone A and are therefore not considered appropriate for a Community Infrastructure zoning. Community Infrastructure will also be provided for within MP1 and MP2 and it is considered that there are sufficient lands



zoned for such uses however this will be assessed in greater details as part of the Kells LAP process.

3. The MP1 lands only includes lands immediately to the rear of Farrell Street and it is not considered appropriate to widen the scope of the Masterplan lands to include more peripheral sites such as that proposed.
4. It is recognised that The Backlands and The Frontlands are two large parcels of land with potential to accommodate a significant quantum of development in proximity to the urban core of the town. These lands are a critical element of the long term growth strategy for the town due to their potential to deliver a range of uses including, commercial, residential, community, and recreational uses in proximity to the town centre. As a proposed amendment it is proposed to remove the star objective from The Frontlands and rezone the lands for D1 Tourism purposes. See submission no. MH-C5-226 for further detail.
5. The Draft Plan identifies 2 Strategic Employment Sites in Kells which are considered sufficient to cater for future strategic economic developments in the settlement.
6. The lands have extensive road frontage onto the R147 and do not require a link road in this plan. Planning permission has been granted as per Planning Reference No. KA/190701 and KA/190702 for amendments to the Kells Backland Scheme which would provide for the construction of a new link street from Bective Street to Headfort Place and it is not considered necessary or financially feasible to provide for 2 link roads in such close proximity to each other.
7. It is considered that the percentage of population growth allocated to Kells is in keeping with its designation as a Self-sustaining growth town. It is an objective of the Council (KEL OBJ 1) 'To secure the implementation of the Core Strategy of the County Development Plan, in so far as is practicable, by ensuring the household allocation for Kells as set out in Table 2.11 of the Core Strategy is not exceeded'. The purpose of the Core Strategy is to set out an evidence based strategy for the future spatial development of the Plan area and an evidence based calculation and allocation has been provided for each settlement within the county which accords with the NPF and RSES.

#### **Chief Executive's Recommendation**

No change recommended

<b>Submission No.:</b>	MH-C5-422
<b>Submitted by:</b>	Cosette Olohan
<b>Submission Theme(s):</b>	Land Use Zoning – Kells
<b>Summary of Submission:</b>	
<p>This submission relates to currently unzoned lands at Rockfield Road in Kells and requests an A2 New Residential zoning and an adjustment to the Plan boundary to include the land. The following points are made to support the rezoning proposal;</p> <ul style="list-style-type: none"> <li>• The site is an infill site between existing and permitted residential developments. As such the subject site fulfils the spatial planning criteria for urban infill development.</li> <li>• The site was halved in size by the construction of the M3 bypass. It is currently in agricultural use, but because of its reduced size it now has limited use as agricultural land: consequently, it is under-utilised land.</li> <li>• The site is the last field between the town and the bypass and although it falls outside the existing town boundary, the bypass forms the logical boundary to the town at this</li> </ul>	

location.

- The site is bordered on the west side by the R164. There is direct access from the R164 to the site.
- The site is well located in relation to the existing public services infrastructure.
- Other residential zoned sites within the town have not been developed as per previous development plans.

#### **Chief Executive's Response**

The Development Strategy for Kells will focus on consolidation of the existing urban footprint and on the creation of a more compact settlement. Additional zoning of the scale proposed at this location would militate against the objective to achieve a compact urban settlement, would be contrary to the sequential approach and would be contrary to principles of sustainable development. Future development in the town will take a more sequential approach to development with priority given to lands within and closer to the town centre.

In light of this, the subject lands identified are not considered to be suitable for rezoning given the presumption in favour of development for lands closer to the town centre on appropriate infill / backland sites. The subject site would likely lead to urban sprawl and encroachment into the countryside which would not be considered sustainable given the existing capacity for residential lands identified in the town envelope.

The subject lands do represent a strategic landbank that may be suitable for rezoning in future development plans however the strategic landbanks of The Frontlands and The Backlands within the town core are more sequentially preferable for development during the lifetime of this plan and will consolidate the existing urban footprint and create a more compact settlement.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-487
<b>Submitted by:</b>	CLlr Michael Gallagher & Johnny Guirke TD
<b>Submission Theme(s):</b>	Written Statement – Various chapters and settlements
<b>Summary of Submission:</b>	
<p>This submission relates to various chapters and settlements as follows;</p> <ol style="list-style-type: none"><li><b>1. Cultural and Natural Heritage/Green Infrastructure</b> - To promote both tourism and the well-being of residents of Oldcastle, the submission suggests a greenway from the town to the neolithic site at Loughcrew. This would allow tourists and residents to use public transport to Oldcastle and then embark on a 7K route to Loughcrew. The benefits of a 7k greenway for health reason are obvious, however the economic benefits through tourism by linking Oldcastle town to Loughcrew have huge potential.</li><li><b>2. Statutory Nature Reserve</b> - Loughbracken lake be included on the list of Natural Reserve areas.</li></ol>	

3. **North Meath Tourism** - Meath County Council co-operate with other council's in particular Westmeath, Cavan and Monaghan to promote and link the various tourist attractions that are along the county borders. For example marketing the monastic site at Fore with the neolithic site at Loughcrew, Ballinlough House and gardens with the medieval town of Athboy, promoting the lakes of drumlins in Kilmainhamwood and Drumconrath with the lakes and drumlins in south Monaghan and west Cavan. The county boundary should not be a barrier to tourism in Meath.
4. **Carlanstown** - Meath County Council facilitate a bus stop in Carlanstown and Woodtown to facilitate the NTA bus corridor from Mullingar to Dundalk. This will be of significant benefit to communities along the route such as Drumconrath, Lobinstown, Castletown, Kilbeg and Carlanstown.
5. **INF POL 50** - That the North South Interconnector be under ground in its entirety.
6. **Playground facilities KILD OBJ 13** - Meath County Council facilitate a playground for Kildalkey village to promote social and a healthy lifestyle for the young in the village.
7. **LON OBJ 21** - Meath County Council facilitate a playground for Longwood village to promote social and a healthy lifestyle for the young in the village.
8. **Wind Energy** - That Meath County Council fully comply with the Wind Turbine Regulation Bill 2016 in particular section 6 (3) of said act which specifies a wind turbine should be 10 times the distance away from a dwelling as the height of the turbine.
9. **Rural Housing Policy** - To promote the growth, and most cases sustenance of rural communities, planning permission should be giving to applicants whom live within a parish and can show a connection to families and communities within said parishes. Urban and rural sections of parishes should not hinder an applicant once they can prove a strong connection to an area. Working in Agriculture should not be the deciding factor in obtaining planning for a house, and as working from home becomes more popular the Council should encourage other professions to stay in their communities.
10. **DRUM OBJ 15** - A playground facility in Drumconrath Village is required to promote the health and well being of young children in the area. To make this more accessible to children in the area a Traffic plan is required for the village, as it is on a busy road between Ardee and Kells, with a potential of zebra crossing and speed restrictions.
11. The extension of the footpath from Birdhill to Drumconrath GFC grounds, this is to allow the community to safely use the running track, playing field and clubroom facilities at the grounds by walking.
12. **Cycleway and Playground** - A cycle path to the new facilities at Clonard GFC and the allocation of a playground for the local community.
13. **Enfield Playground** - Meath County Council facilitate a playground for Enfield to promote social and a healthy lifestyle for the young in the village.
14. **Business Campus** - The council investigate land be zoned in Kilmainhamwood village to encourage business into the area, to ensure it can build on the mining and transport industries that surround the village.

- 15. Kells Tourism development** - That Cycle way along the bypass be completed fully along the entire stretch ASAP. Meath County Council secure a safe facility for the storage of the Book of Kells for a short period, the same facility to act as interpretation center for the monastic rich history of the town.

#### Chief Executive's Response

1. The importance of natural / cultural heritage and green infrastructure are acknowledged and noted but it is considered that they are already adequately covered and incorporated into the Draft Plan.
2. The designation of a Statutory Nature Reserve is a central government function and therefore outside the remit of the Local Authority. The Wildlife Act, 1976 (as amended) empowers the Minister to designate Nature Reserves on State or private lands which includes the habitat or forms the habitat of part of the habitat of one or more species or community of flora or fauna being a species or community which is of scientific interest or includes or forms an ecosystem which is of scientific interest and that the habitat or ecosystem is likely to benefit if measures are taken for its protection. There is an obligation to manage land designated in accordance with the objectives for which it is designated. The Minister shall not amend an establishment order unless he/she considers that the objectives, as regards which the relevant nature reserve was established, require revision because of changes in the features or characteristics of the reserve or in any other circumstance which affects the reserve. Organisations or private landowners, and persons interested in acquiring statutory protection for their lands can seek advice on this matter from the National Parks and Wildlife Service ([www.npws.ie](http://www.npws.ie)).
3. The importance of tourism is acknowledged and noted but it is considered that the sector is already adequately covered and incorporated into the Draft Plan through existing policies and objectives.
4. The Council does not have a direct role in the provision of public transport services. However, it actively promotes and facilitates the improvement of both bus and rail services both within and from Co. Meath and is committed to working in conjunction with all transport providers and stakeholders in terms of the delivery of a reliable, accessible and integrated transport network that supports the effective functioning of the county.

The Draft Plan includes MOV POL 8 as follows, *'To co-operate with the NTA and other relevant agencies to have ongoing reviews of the network of bus routes in Meath, and to support and encourage public transport operators to provide improved bus services in, and through, the County.'*

5. The north-south interconnector is an above ground electricity connection proposal linking the existing converter station at Woodland, Batterstown, Co. Meath and traversing through Meath, Cavan and Monaghan linking to a converter station at Turleenan in County Tyrone. Planning permission was granted by An Bord Pleanála for the sections in Counties Meath, Cavan and Monaghan in December 2016. Following a successful legal challenge, planning permission for the northern section of the interconnector has been delayed. However, this delay relates solely to the planning proposals in the Northern Ireland jurisdiction and has now proceeded beyond all planning and legal hurdles in the Republic of Ireland.

The decision to make the interconnector above ground was outside of the control of the Local Authority. The project design was determined by Eirgrid and given that the project

constituted strategic infrastructure, was assessed by An Bord Pleanála in 2016

6. There is currently no identified need for a playground in Kildalkey. This can be explored further through the Community Section.
7. With regard to the provision of a playground in Longwood, there have been several requests received for a playground in the village however the identification of a site has been an issue. The green area in the centre of the village was mentioned as a possible site however this has not progressed further. The Council will continue to work with the residents to identify an appropriate site and examine the funding mechanisms to deliver the playground.
8. The most up-to-date Government guidance on wind energy remain the 'Wind Energy Developments Guidelines for Planning Authorities, 2006'. In December 2019, the DoHPLG published a draft Revised Wind Energy Development Guidelines, the responses of which will inform the final Guidelines. Until the revised Guidelines are adopted, Meath County Council must remain consistent with the standards set out in the 2006 Guidelines.
9. With regard to Rural Housing policy, please refer to CE's Response and Recommendation to grouped themed 'Rural Housing Policy' Submissions outlined in Section 3.
10. A playground facility for the Drumconrath area will be subject to resources and funding through the Community Section of Meath County Council. The Council however broadly supports the initiative subject to the above.
11. There is merit in this proposal. However, Road improvements, upgrades, realignments, repairs, traffic management measures, traffic calming and improvements to road signage across the county are assessed and implemented as deemed necessary, as resources allow and subject to availability. This also applies to the proposal for a cyclepath to the new facilities at Clonard GFC.

The provision of footpaths around recreational facilities is considered to be adequately covered in the Draft Plan under MOV POL 20 which states; *'To encourage, where appropriate, the incorporation of safe and efficient cycleways, accessible footpaths and pedestrian routes into the design schemes for town centres/neighbourhood centres, residential, educational, employment, recreational developments and other uses.'*

12. See point 11 above
13. With regard to a playground in Enfield, it is noted that there is an existing playground in the town. It is considered sufficient to serve the recreational needs of the town in this regard. There is not a current identified need for a second playground.
14. Kilmainhamwood is identified as a level 5 retail centre in the county retail hierarchy. It has a small range of retail and business services and would benefit from a greater range and variety of such facilities. New commercial uses are promoted in a central location that would contribute to the achievement of a more sustainable mix of use within the village core.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-523
<b>Submitted by:</b>	Sean Boyle Architect/surveyor/Planning Consultant on behalf of Geoffrey Duke
<b>Submission Theme(s):</b>	Land Use Zoning – Kells
<b>Summary of Submission:</b>	

This submission relates to lands at Fordstown Road, Kells and request agricultural lands to be rezoned to A2 New Residential. The submission states the following in support of the zoning of the lands;

- The land is surrounded by zoned lands
- Owing to current zoning restrictions the frontage of the site could be zoned for one-off houses and the remainder could be zoned for phase 2 post-2026
- The site is opposite the GAA lands and only a few hundred metres from the town centre and there are other facilities in the area
- Site is served by public services

#### **Chief Executive's Response**

In relation to Kells it is considered that a sufficient quantum of land has been zoned in the Draft Plan to accommodate the allocated population growth during the period of the Draft Plan. As such it is not considered appropriate to zone these lands for additional residential development. It is however recognized that the lands comprise of an infill site between 2 residential developments in proximity to the town centre and the zoning of same in future development plans may be considered appropriate.

It is noted that the development boundary could include the 2 adjoining dwellings to the south which are zoned R/A and which perhaps could be zoned existing residential and included within the development boundary.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-550
<b>Submitted by:</b>	Declan Brassil & Company on behalf of Arceus Developments Ltd
<b>Submission Theme(s):</b>	Land Use Zoning – Kells
<b>Summary of Submission:</b>	
<p>This submission relates to the Kells Backlands and proposes amendments to the Written Statement and Zoning Map for Kells (Volume 2). The submission states that the Draft Plan significantly reduces the area and the capacity of land area available for the comprehensive, plan led, consolidation and sequential expansion of Kells town centre for an appropriate mix of uses, including retail and residential uses.</p> <p><b>1. Extension of the MP Masterplan boundary to include all lands</b></p> <p>It is stated that it is appropriate that the Masterplan boundary objective incorporates the totality of the Backlands landbank under the control of Arceus Developments Ltd. to appropriately provide for a plan-led approach to the development of this important landbank.</p> <p><b>2. Extension of Objective A2 New Residential Zoning to include lands currently Zoned F1 located but outside Flood Risk A &amp; B</b></p> <p>It is submitted that the lands immediately west of the lands zoned Objective A2 New Residential are located outside the extension Flood Zone A and Flood Zone B as indicated under the Flood Risk Assessment and Management Plan for in the Draft Meath CDP 2020-2026. Under the current</p>	



Kells Development Plan 2013-2019 these lands were identified as suitable for development and zoned Objective B1 Town Centre.

Under the Draft MCDP they are zoned Objective F1 Open Space. As such, the extent of lands proposed for Objective A2 New Residential are located within Flood Risk C and therefore suitable for residential development as provided for in the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) The Objective F1 Open Space fails to optimise and maximise the strategic importance of the lands as mandated in national policy to provide compact settlements, prioritise infill sites and improve quality of life. Accordingly, it is submitted that the proposed extension of the A2 New Residential zoning objective is appropriate and consistent with the proper planning and sustainable development of the area.

**3. Remove Objective F1 Zoning and replacement with special objective for 'Future Use of these Lands to be agreed as part of the Masterplan**

The submission states that it is critical that the opportunities presented by the Backlands are maximised and that the objectives for the lands are consistent with National and Regional planning policy obligations for sequential, compact, mixed use, plan-led development. The extension of Master Plan boundary to include serviced, sequentially preferential lands for future development is consistent with national and regional policy and will facilitate a plan-led approach which protects and manages strategically important land-banks.

Given the potential for a reduction in flood risk and the preferential location of the lands under the Justification Test criteria, the submission considers that the identification of the subject lands for future potential development, subject to the preparation of a Masterplan is appropriate and consistent with the Flood Management Guidelines.

**4. Include Access from Bective Street to lands zoned Objective A2 New Residential**

The submission states that the proposed indicative access road will enhance the developability and viability of the designated Kells Backlands site for the nature and extent of town centre and residential development permitted under the extant permission and envisaged under the Draft MCDP. As noted, MCC has now issued a Notification of a Decision to Grant Permission for this access under KA190701. It is submitted that it is appropriate to include this access as an objective in the Plan.

**Proposed Amendment No. 2:**

The submission considers that the wording of Section 6.0 text as it relates to Master Plan 1 results in a level of ambiguity and potentially unnecessary constraints which could undermine the opportunity of the site to deliver retail and residential development in accordance with the objective of national and regional policy.

It is considered that the effect of the wording of the Draft MCDP is to limit the capacity of the overall Master plan lands to new residential development. It is considered that this approach is contrary to the NPF which seeks to achieve compact, consolidated expansion with at least 40% of all new housing to be delivered within the existing footprint of cities, towns and villages on infill and/or brownfield sites.

The submission states that the Draft MCDP currently zoned approximately 1.8ha of the Master Plan lands Objective A2 New Residential, representing almost 20% of the overall Master Plan area and that the application of (vii) in its current form would result in only 15% of the Objective C1 lands being available for new residential development.

The submission states that the proposed amendment will ensure that 35% of the C1 zoned lands are available for residential development and produce a mixed-use urban quarter characterised by a range of complementary uses including a meaningful residential component to ensure vibrant and attractive living and working environment.

The Draft MCDP provides for the rezoning of the Backlands from Objective B1 Town Centre to Objective C1 Mixed Use and A2 New Residential which the submission states limits significantly the type of retail permissible or open for consideration under the new land use zoning.

The amendments requested are intended to allow some flexibility in the type and nature of retail and retail service uses which can be permitted through-out the Master Plan lands and that the proposed uses can be of a scale and nature which will complement and enhance the retail offer consistent with KEL OBJ Objective 8 which seeks to encourage and support the appropriate development of the town centre retail core as the primary focus for retail development. The introduction of retail uses within the Masterplan lands will assist the creation of a viable and vibrant urban area that connects back to the existing historic and retail core via pedestrian/cyclist connections.

#### **Chief Executive's Response**

The future development of Kells will focus on consolidation of the existing urban footprint and the provision of a balanced and well connected environment that has an appropriate mix of housing and uses that will ensure the town can meet the needs of its residents and wider community.

It is recognised that The Backlands and The Frontlands are two large parcels of land with potential to accommodate a significant quantum of development in proximity to the urban core of the town. These lands are a critical element of the long term growth strategy for the town due to their potential to deliver a range of uses including, commercial, residential, community, and recreational uses in proximity to the town centre.

The submission states that the Draft Plan significantly reduces the area and the capacity of land area available for the comprehensive, plan led, consolidation and sequential expansion of Kells town centre for an appropriate mix of uses, including retail and residential uses.

- 1. Extension of the MP Masterplan boundary to include all lands** - It is stated that it is appropriate that the Masterplan boundary objective incorporates the totality of the Backlands landbank under the control of Arceus Developments Ltd. to appropriately provide for a plan-led approach to the development of this important landbank. This is considered acceptable and the Masterplan boundary can be extended to include the Open Space zoning to the south.
- 2. Extension of Objective A2 New Residential Zoning to include lands currently Zoned F1 located but outside Flood Risk A & B** – This section of land is located within an identified Flood Zone and it is therefore not considered appropriate to zone same for additional residential development.
- 3. Remove Objective F1 Zoning and replacement with special objective for 'Future Use of these Lands to be agreed as part of the Masterplan** – There are sufficient lands zoned for strategic employment uses within Kells and therefore it is not considered appropriate to zone any additional lands.
- 4. Include Access from Bective Street to lands zoned Objective A2 New Residential** - The

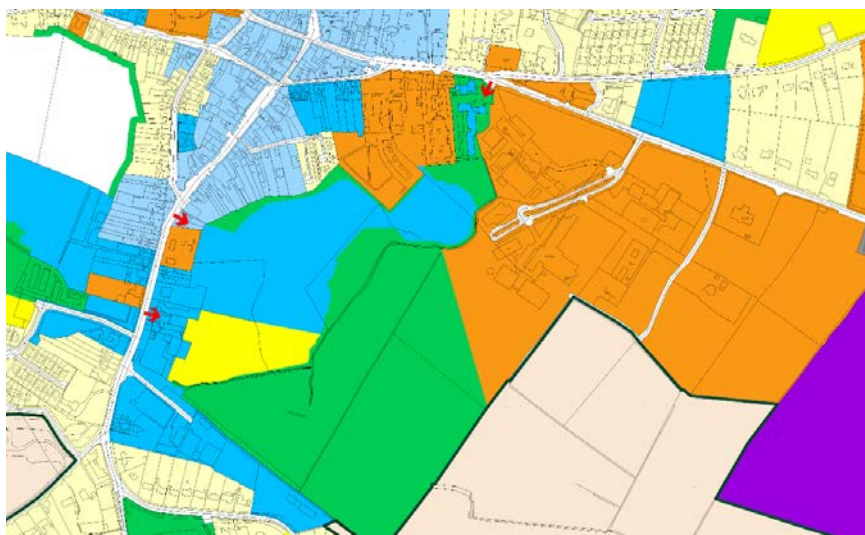
access roadways permitted by MCC under KA/190701 and KA/190702 should be indicated by arrows on the Land Use Zoning Map and should also be included within the masterplan boundary. It is noted that permission has been granted under KA/190701 and KA/190702 for two new road junctions and connections to Bective Street and Headfort Place. It is considered appropriate that the Masterplan Boundary is extended to include the 3 junctions that have been granted permission.

5. **Proposed Amendment 2** – This amendment seeks rewording to the Masterplan Objective for the lands. Owing to the quantum of residential and mixed use zoned lands within Kells it is not considered appropriate to reword the objective to allow for additional residential development within the Masterplan lands. Likewise it is not considered appropriate to specifically detail 'retail' in the Masterplan objective in the interests of protecting the vitality and viability of the existing town centre and B1 zoned lands.

At the time of writing this Report there was a current EOD application for KT/800014 however no decision was made.

#### Chief Executive's Recommendation

1. Extend Masterplan boundary to include 2 new roadways onto Bective street and Headfort place – reflect applications.
2. Insert arrows to demonstrate location of roadways as per item no. 1



<b>Submission No.:</b>	MH-C5-577
<b>Submitted by:</b>	George Armstrong
<b>Submission Theme(s):</b>	Land Use Zoning – Kells
<b>Summary of Submission:</b>	
<p>This submission relates to lands opposite the Tower of Lloyd on the Oldcastle Road out of Kells. The total landholding comprises approximately 85 acres and is stated as being not a commercially viable business in its existing form: being operated solely as a farming enterprise and the landowner is therefore looking at sensible options to diversify.</p>	

The submission states that following the guidelines of the NPF and RSES and looking at the land, its profile, geographical location, road frontage, topography, existing currently dilapidated former cottage combined with excellent access and main road links, it can be seen that the land exhibits all of the necessary criteria to be zoned for either D1 Tourism / H1 High Amenity purposes or F1 Open Space which makes it suitable for both active and passive recreational amenities and also for rural commerce.

It is stated that the site has further potential to provide a uniquely valuable off-road greenway cycling/walking link between the centre of Kells, the subject site and the immediately adjacent People's Park/Spire of Lloyd.

Images and plans are provided with the submission which give an outline vision of what can be achieved and the opportunities that this kind of sympathetic development could provide in terms of employment and amenity to the town and the nearby rural node of Drumbaragh and the added benefit to the existing heritage tourism activity in the town.

The submission has identified four principal sites as part of this zoning application as follows:

Site A -Café / Bike Hire Shop / Start-End Point to Greenway

Site B –Appropriately-scaled rural commercial centre on existing farm yard site

Site C - Campsite

Site D—Cycleway / Greenway

The proposed re-zoning submission is stated as being directly in accordance with the policies set out in the Draft County Development Plan 2026-2026 which are highlighted in Section 4.0 of the submission and it is stated that there are a significant number of policies and objectives contained in the Draft CDP which align with this submission and which would allow the area around the Spire of Lloyd to become a key node for tourism in Kells and its environs.

Benefits of the proposed zoning are outlined as the creation of a sustainable rural development providing tourist facilities, new amenity and employment opportunities for the residents of Kells and the occupants of new housing in the nearby rural node at Drumbaragh (1.75km distant).

#### **Chief Executive's Response**

The subject lands are detached from the town core and are located on the western side of the R163 which contains no footpath on the western side and also no cycleway back into Kells. For a proposed tourism use connectivity with the town centre is considered essential in order for a tourism development to be fully integrated with the town.

It is considered that the majority of the proposed tourism uses would be more appropriately accommodated closer to the town given the lack of infrastructure in the area. (See submission MH-C5-226 for further detail on other tourism zoning). A new link road has recently been permitted by An Bord Pleanála which will open the Frontlands for development and as part of the agreed Masterplan for the lands a tourism and cultural quarter was proposed. Such a quarter could further enhance the vitality and viability of the town centre and would result in a significant spin-off effect for other town centre businesses. The Frontlands are located within the town core and will be more accessible to the main street for pedestrians and cyclists and are considered more sequentially preferable lands for tourism accommodation, café, bike hire shop and niche type commercial developments.

There are also potential issues with the lands the subject of this submission regarding the setting

and impact on the nationally significant panoramic Protected View from the Tower of Lloyd which would occur with the substantial development of 85 acres at this location. The subject lands are therefore not considered the most appropriate or sequentially preferable lands for a tourism zoning such as that proposed.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-598
<b>Submitted by:</b>	George Armstrong
<b>Submission Theme(s):</b>	Land Use Zoning – Kells
<b>Summary of Submission:</b>	
<p>This submission relates to an unzoned site (0.9ha) on the Rockfield Road, Kells and requests the re-zoning of this section of land to both G1 and A2. The town boundary would require adjustment to include the site. The A2 zoning would provide for low density housing whilst protecting the setting of the gate lodge whilst also zoning a G1 Community orchard or similar amenity in the M3 buffer zone.</p> <p>The submission states that the site is unique, being dominated by a Protected Structure (a former gate lodge, gates and railings) which provided the northern entrance to Rockfield House. The gate lodge sits on an 'island' site, with housing to the north, east and west of its perimeter and has been 'cut-off' from Rockfield House by the M3 motorway to the south.</p> <p>The submission outlines that the site shows all the characteristics of an infill site, there is a continuous footpath running along the frontage and is located within the 50kph speed limit and the site currently has no agricultural use.</p> <p>The submission states that the context of the site in relationship to the surrounding existing developments to the north and residential properties to the west, along with the A2 zoned land to the east would suggest that an amendment to the settlement boundary (SB), might be considered in this current draft review, in order to bring a small element of this site into the A2 development zoning based upon infill policy.</p>	
<b>Chief Executive's Response</b>	
<p>The Development Strategy for Kells will focus on consolidation of the existing urban footprint and on the creation of a more compact settlement. Additional zoning of the scale proposed at this location would militate against the objective to achieve a compact urban settlement, would be contrary to the sequential approach and would be contrary to principles of sustainable development. Future development in the town will take a more sequential approach to development with priority given to lands within and closer to the town centre.</p> <p>In light of this, the subject lands identified are not considered to be suitable for rezoning given the presumption in favour of development for lands closer to the town centre on appropriate infill / backland sites. The subject site would likely lead to urban sprawl and encroachment into the countryside which would not be considered sustainable given the existing capacity for residential lands identified in the town envelope.</p> <p>As such it is not considered appropriate to zone these lands for additional residential or community development. There is a sufficient quantity of residential and community zoned lands in closer proximity to the town centre which are sequentially preferable. The existing building</p>	

onsite is a Protected Structure and both it and its setting should be protected.

**Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-806
<b>Submitted by:</b>	Cllr Sean Drew
<b>Submission Theme(s):</b>	Written Statement & Maps - Kells
<b>Summary of Submission:</b>	
This submission relates to;	
<b><u>Kells N52 Pedestrian Enhancement</u></b>	
To amend Kells OBJ 15 to specifically identify both;	
1. The Walkway/Cycleway on the full length of the N52 Bypass From the Mullingar Rd Roundabout through to the Carlanstown Rd Roundabout.	
2. Extend the pedestrian footpath on the N52 from the town out to The Rhine at Balrath	
<b>Chief Executive's Response</b>	
<p>The needs for pedestrian enhancement in Kells has been recognised and supported in the Kells Written Statement under Objective KEL OBJ 15 which aims <i>'To support and facilitate the implementation of pedestrian enhancements to the N52 on a phased basis in conjunction with relevant stakeholders.'</i></p> <p>The suggested works have also been discussed with the Balrath Association and the Kells MD Councillors by Transportation Department who have looked at design and consulted with TII. A feasibility study will be carried out which will be submitted to TII for consideration. It is considered that the objective in place is adequate for the delivery of the Walkway/Cycleway on the full length of the N52 Bypass should the provision of such works prove to be a viable option.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-956
<b>Submitted by:</b>	Peter & Rosaleen Gallagher
<b>Submission Theme(s):</b>	Zoning Objective - Kells
<b>Summary of Submission:</b>	
This submission relates to lands 5.5 acres at Townspark in Kells and seeks the rezoning of unzoned lands to A2 New Residential. It is stated that the site was previously granted planning permission for 34 houses under KA/60541. The submission states that the lands are surrounded by residential and community zoned lands and would provide consolidated and compact development. It is also stated that the lands are within walking distance of the town core and are fully serviced.	
<b>Chief Executive's Response</b>	
The Development Strategy for Kells will focus on consolidation of the existing urban footprint and on the creation of a more compact settlement. Additional zoning of the scale proposed at this location would militate against the objective to achieve a compact urban settlement, would be	



contrary to the sequential approach and would be contrary to principles of sustainable development. Future development in the town will take a more sequential approach to development with priority given to lands within and closer to the town centre.

In light of this, the subject lands identified are not considered to be suitable for rezoning given the presumption in favour of development for lands closer to the town centre on appropriate infill / backland sites. The subject site would likely lead to urban sprawl and encroachment into the countryside which would not be considered sustainable given the existing capacity for residential lands identified in the town envelope. The strategic landbanks of The Frontlands and The Backlands within the town core are more sequentially preferable for development during the lifetime of this plan and will consolidate the existing urban footprint and create a more compact settlement.

A considerable section of the lands are also located within Flood Zone A and a residential use is classified as a non-compatible and highly vulnerable use as per the Flood Risk Management Guidelines for Planning Authorities 2009.

#### **Chief Executive's Recommendation**

No change recommended to the zoning.

<b>Submission No.:</b>	MH-C5-966
<b>Submitted by:</b>	Brenda Gaughran
<b>Submission Theme(s):</b>	Kells Written Statement
<b>Summary of Submission:</b>	
This submission relates to there being no mention of the cycle/walkway from the Rockfield area to the schools. The submissions states that it would have such far reaching benefits for the town in terms of taking cars off the road that it should be explored again. It is stated that roads should not take precedent and that the walkway would benefit the air quality and health of residents and school children. The submissions states that Westport should be looked at for inspiration.	
<b>Chief Executive's Response</b>	
There is merit in this proposal. However, any works to upgrade the R164 would be carried out on the basis of priority and the availability of funding. The provision of cycleways and walkways to educational facilities is addressed in the Draft Plan under MOV POL 20 which states; <i>'To encourage, where appropriate, the incorporation of safe and efficient cycleways, accessible footpaths and pedestrian routes into the design schemes for town centres/neighbourhood centres, residential, educational, employment, recreational developments and other uses.'</i> It is considered that that the proposal would be supported by this objective.	
<b>Chief Executive's Recommendation</b>	
No Change Recommended	

<b>Submission No.:</b>	MH-C5-980
<b>Submitted by:</b>	Kells 2020 Traders
<b>Submission Theme(s):</b>	Written Statement – Kells
<b>Summary of Submission:</b>	
The support for OBJ 1, 2, 3, 7, 10, 13, 14, 17, 20, 21, 23, 24, 26, 28 and 29 is noted.	

The following points are also raised in relation to objectives within the Written Statement;

1. OBJ 4 - We wish to return any rates from our farm to our base Kells.
2. OBJ 5- We need a tourist bus parking area. This is a condition of the Tour Bus Contractors and is known for the past 10 years.
3. OBJ 6 - We disagree with the location of the Kells Creative Hub. We feel the Courthouse is too far from the town and the Old Post Office would have been an ideal location. We hope that the Council will not be buying premises to facilitate Kells Print Works.
4. OBJ 8 - Please negotiate with our 102 members of Kells 2020 Traders to maximise the retail core.
5. OBJ 9 - We are concerned with the amount of road signs, redundant school warning lights and excessive boxes and lights around the Cross of Kells. Just to add that we recommend a filter lane on the Navan Road to facilitate traffic going to Navan and going to the schools.
6. OBJ 11 - We would like to move the Kells Market Street Cross to Cross Street and pedestrianize Cross Street. A canopy over Cross Street would support this idea, a proposal that was made 30 years ago.
7. OBJ 12 - In agreement we want clean safe water. People are using water filters. We feel there is an insufficient capacity to facilitate the town and to support existing infrastructure with water.
8. OBJ 14 - We agree in principal but when the N3 around Kells was being built I requested the grass banks/verges remain flat to facilitate walkways. This has been done but is not known by the council. Contact Ronnie for more information if required.
9. OBJ 15 - Remove traffic lights from Maudlin Bridge, the old N52.
10. OBJ 16 - The owner of the Back lands is quite approachable and is willing to talk about this. He is a member of the 2020 Traders.
11. OBJ 18 - We need a train from Oldcastle to Dublin. We do not agree with the removal of existing railway lines in different areas of the county.
12. OBJ 22 - Include Headfort House.
13. OBJ 25 - We would like the walk to take in Headfort Mosealum and the Blackwater River Walk in Headfort. A proposed plan of the Blackwater River Walk extension was drawn up by Shane Carroll Area Eng. And myself. This extension to Maeve's Bridge was laid out and marked with stakes for the walkway development approximately 6 years ago.
14. OBJ 27 - We would like more street furniture, benches and seats. We would like the Kells Market Cross moved back to Cross Street. 125 people agreed after a recent survey that they would also like to see the Cross moved and more benches available to sit down around the town.

15. OBJ 30 - We want pelican lights only like Navan and Trim. We want a facility for Our Book of Kells on the frontlands to house the Book of Kells.

Other items;

16. We need more parking areas around the town
17. We need more money from central government to promote Kells as our Heritage Town.
18. We would like to see a taxi set down area at the Headfort Arms Hotel
19. We need proper wheelchair access to the Town to facilitate tourism for people with disabilities, a tourism incentive to the town.

#### **Chief Executive's Response**

1. OBJ 4 – it is unclear what the submitter means and therefore cannot be further considered.
2. OBJ 5 – It is noted that a bus parking area is proposed within the Backlands amendment applications KA/190701 and KA/190702 and this will be further assessed as part of the LAP process.
3. OBJ 6 states 'To develop and promote cultural facilities and support the establishment of a Kells Creative Hub and Kells Paintworks' and does not refer to a location or particular site.
4. OBJ 8 – The Council is committed to working with all relevant stakeholders and landowners to encourage and support the appropriate development of the town centre retail core.
5. The Council notes and agrees that roads signs and excessive boxes and lights can impact on heritage structures/features and are committed to reducing same and protecting the setting of heritage sites. This issue will be assessed in greater detail as part of the Kells Public Realm Plan.
6. OBJ 11- The relocation of the Market street Cross to Cross Street and the pedestrianisation of Cross Street can be considered as part of the more detailed LAP process for Kells.
7. OBJ 12- The Council will continue to work with and liaise with Irish Water to ensure adequate water services in the town.
8. OBJ 15 - Maudlin Bridge is too narrow for two-way traffic to safely pass and therefore the traffic lights are required for both motorist and pedestrian/cyclist safety. Enhancements to the N52 will however be supported by the Council.
9. OBJ 16 - Permission has been granted as per KA/190701 and KA/190702 for a new access road and junctions onto Headfort Place and Bective Street.
10. OBJ 18 – It is an objective of the Draft Plan to facilitate the delivery of the rail line from Dublin to Navan. If the line is developed to Navan in the future, the feasibility of extending the line to Kells could be assessed at that stage.
11. OBJ 19 – comments are noted.
12. OBJ 22 – An appropriate boundary for the WHS would be determined if the nomination is successful.
13. OBJ 25 – The route of this walkway would be decided in consultation with the relevant landowners and will be assessed in further detail as part of the LAP process.
14. OBJ 27 – the Public Realm Plan will address the requirement for seating areas throughout the town.
15. OBJ 30 – As per submission no. MH-C5-226 a section of The Frontlands is proposed to be rezoned for D1 Tourism purposes which could provide for a suitable facility to house The

Book of Kells.
16. Permission has been granted as per KA/190701 and KA/190702 for a new access road, car parking and junctions onto Headfort Place and Bective Street.
17. In accordance with KEL OBJ 5 the council are committed to supporting the promotion of the town as a visitor and tourism destination and facilitate the delivery of new and innovative visitor experiences and festivals.
18. The requirement for a taxi set-down area will be assessed in detail as part of the LAP process.
19. Wheelchair accessibility will be a top priority in any public realm works proposed.
<b>Chief Executive's Recommendation</b>
No change recommended.

<b>Submission No.:</b>	MH-C5-1003
<b>Submitted by:</b>	Kells Local Heros
<b>Submission Theme(s):</b>	Kells Written Statement
<b>Summary of Submission:</b>	
<p>This submission relates to conserving, maintaining and developing the Curragh Murragh River situated in the Backlands which continues through the new lands as well as the bridge over that stream. Kells Local Heros propose, subject to available resources and authorised approval, to maintain the river as a focal point for visitors and locals by;</p> <ul style="list-style-type: none"> <li>• Levelling the land the town side of the stream and adding walkways and playground,</li> <li>• Fix, strengthen and add railings to the bridge over the stream,</li> <li>• add picnic tables and seating for families and tourists,</li> <li>• Plant native trees and flowers to promote biodiversity</li> <li>• Place insect hotels and bird feeders</li> <li>• Add water birds</li> <li>• Install solar powered lighting</li> <li>• Heritage notice boards</li> </ul> <p>It is stated that if there are plans for businesses in the area that wine bar, ice-cream parlour or snack bar should be considered.</p>	
<b>Chief Executive's Response</b>	
<p>The Curragh Murragh River runs through privately owned lands within The Backlands. As part of the development proposal of The Backlands (KT/800014) a linear park is proposed along the stream. The Council would be supportive and would promote the provision of walkways and biodiversity along the stream and Kells Local Heros could work with the landowner in this regard.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

## **DUNSHAUGHLIN**

<b>Submission No.:</b>	MH-C5-8
<b>Submitted by:</b>	Damien O'Reilly
<b>Submission Theme(s):</b>	Chapter 5 Movement Strategy
<b>Summary of Submission:</b>	
<p>This submission suggests the introduction of a new objective as follows:</p> <p>‘To facilitate the delivery of a pathway / cycle way from Dunshaughlin Village to the proposed Dunshaughlin Train station south of M3 in conjunction with all relevant stakeholders.’</p>	
<b>Chief Executive's Response</b>	
<p>This was also submitted as a Notice of Motion. As with our findings at that stage, the Meath CDP supports the delivery of Phase 2 of the Dublin-Navan Rail Line running through Dunshaughlin as it has the capacity to accommodate a critical mass of population associated with the delivery of a rail link.</p> <p>While it is agreed that a pathway/cycle way from Dunshaughlin Village to the proposed Dunshaughlin Train station would serve to improve connectivity on completion of phase 2 of the</p>	

rail line, DNS OBJ 8 of the Dunshaughlin Written Statement states the following *'To support improvements in the pedestrian and cycling infrastructure in the town that will improve connectivity and permeability and promote more sustainable modes of transport.'* It is considered that this adequately captures the spirit of the proposed objective and that any proposal to carry out the above works could be completed under this objective.

The above proposal will be further examined as part of the review of the Dunshaughlin Local Area Plan.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-9
<b>Submitted by:</b>	Damien O'Reilly
<b>Submission Theme(s):</b>	Movement Strategy
<b>Summary of Submission:</b>	
This submission suggested the introduction of a new objective as follows:	
To facilitate the delivery of Dunshaughlin Train Station, Park and Ride site, with 1,200 free car park spaces and access directly from slip road from the M3, Dublin Bound from Navan.	
<b>Chief Executive's Response</b>	
<p>The Meath CDP supports the delivery of Phase 2 of the Dublin-Navan Rail Line running through Dunshaughlin as it has the capacity to accommodate a critical mass of population associated with the delivery of a rail link. This is specifically supported by MOV OBJ 3 of the Draft Plan.</p> <p>A number of locations are proposed in the Draft Plan for the development or feasibility assessment of Park &amp; Ride Facilities. In 2020, a Park and Ride Development Office was established by the NTA to coordinate the delivery of park and ride facilities nationally. Meath County Council will consult with this office to further progress the delivery of Park and Ride sites.</p> <p>The proposal for a Park and Ride site at the M3 is specifically supported under MOV POL 14 in Section 5.7.3 of the Draft Plan</p> <p>This proposal will be further examined as part of the review of the Dunshaughlin Local Area Plan .</p>	
<b>Chief Executive's Recommendation</b>	
No change Required.	

<b>Submission No.:</b>	MH-C5-78
<b>Submitted by:</b>	Liz Rigby
<b>Submission Theme(s):</b>	Chapter 5: Movement Strategy, Chapter 6: Infrastructure Strategy
<b>Summary of Submission:</b>	
This submission raises a range of issues pertaining to Dunshaughlin. The following is a summary of	



the key points:

1. There are water issues and water quality issues already in the area and future development does not seem to allow for any upgrades or improvements
2. Dunshaughlin Village is already congested due to the location of a Toll booth right beside the village, and people avoiding same. Links to public transport and parking facilities need to be part of any future plans. Sustainable, reliable and well-planned public transport links need to be employed in order to improve our environmental impact.
3. The train station at M3 parkway is efficient if there was a regular low-cost link to the station, plus trains that go direct and do not just go to Clonsilla thereby reducing the need for people to change trains before getting to either the Broombridge Luas access or into Dublin City Centre.

#### Chief Executive's Response

1. In 2012, the Council on foot of an €18m investment developed a new water supply scheme for Dunshaughlin including, a new wellfield, water treatment plant and storage tower. This investment has provided Dunshaughlin with a reliable and consistently compliant water supply which also has significant spare capacity to facilitate the continued planned development and growth of the town.
2. The comments made in relation to sustainable, reliable and well-planned public transport links are noted. The Draft Plan recognises that the provision of a more sustainable travel choices to our residents is a strategic priority that should reduce transport carbon emissions while delivering number of key economic, social and community benefits.

The transport sector is the biggest contributor of GHG emissions in County Meath. The predominant source of this is private vehicle travel, with the majority of the emissions originating from the use of petroleum-based fuels, the combustion of which produces carbon and nitrogen dioxide. Actions to address climate change targets by way of improved public transport and parking facilities is supported by high level policies and objectives detailed in the Mitigation Strategy Table in p349 of Chapter 5 on the Movement Strategy and Chapter 10 on Climate Change. In particular, the following policies focus of the delivery of the aforementioned issues:

*MOV POL 11: To facilitate in conjunction with relevant statutory agencies alternative transport modes to the private car, including enhanced delivery of public transport services along regional corridors (as defined in the NTA's Transport Strategy for the Greater Dublin Area 2016-2035); frequent local bus services linking residential areas to District Centres and Town Centres, and which also serve shopping areas, employment areas and other activity centres, and connecting to key transport interchange points.*

*MOV POL 13: To promote and support the provision of Park-and-Ride facilities which improve public transport accessibility without exacerbating road congestion, or which cause increased car travel distances, at appropriate locations within the County.*

This table should be referred to as Table 10.2 in the Climate Action Chapter of the Draft Plan.

3. The Author makes reference to the presence of the train station at M3 parkway and the need for a regular low-cost link to the station and trains directly to Broombridge of the City Centre, as opposed to Clonsilla. The establishment of a low cost link to the train station at M3 parkway is be determined by the NTA and/or Private Bus Operators. MCC have a role in approving the licencing of a Bus Stop and would support the development of a stop to facilitate this service at an appropriate location. This is reflected in MOV OBJ 10: *To identify deficits in bus infrastructure and develop a priority list as a basis to secure funding for improvement works, including the provision of bus shelters, bus stops and travel information at stops.*  
 MOV POL 7 also aims to support the DART Expansion Programme including new infrastructure and electrification of existing lines including provision of electrified services to Drogheda, Maynooth, and the M3 Parkway, on the Maynooth/Sligo Line. Any proposal to provide direct links to the City Centre would be supported by this objective.

#### Chief Executive's Recommendation

No Change Recommended.

<b>Submission No.:</b>	MH-C5-113
<b>Submitted by:</b>	Niall McCarthy
<b>Submission Theme(s):</b>	Chapter 5 Movement Strategy, Chapter 7 Settlement Strategy
<b>Summary of Submission:</b>	
<p>This submission contains two keys issues in relation to Dunshaughlin which are outlined below:</p> <ol style="list-style-type: none"> <li>1. The submission highlights the social, economic and environmental benefits of introducing a railway line to Dunshaughlin and requests the inclusion of community engagement strategies fully realise the benefits of bringing a railway line to Co. Meath.</li> <li>2. The submission makes the following recommendations with regard to Housing and rural development.               <ol style="list-style-type: none"> <li>a) Allow the continuation of one-off housing subject to local needs.</li> <li>b) Increase social housing, affordable housing in Dunshaughlin</li> <li>c) Increase the amount of parking in new housing estates.</li> </ol> </li> </ol>	
<b>Chief Executive's Response</b>	
<ol style="list-style-type: none"> <li>1. The benefits of additional railway stations to towns in Meath is acknowledged and the support of Meath County Council for additional rail services is reflected in Section 5.7.1 of the Draft Plan through a range of policies and objectives to support the delivery of rail projects.</li> </ol>	

Should the delivery of a Dublin-Navan railway line proceed within the lifetime of the Plan, the rail project will be guided by consultation and engagement with key stakeholders, landowners and members of the community at both design and planning stages of the project.

Whilst the Draft Plan contains a range of high-level policies to support the development of rail projects in Meath, no funding has yet been secured. As such, it would be considered premature to carry out consultation with communities in the absence of a commitment from national government to proceed with the rail project.

2. No requirement for further assessment as such issues are dealt with elsewhere in this report.

#### **Chief Executive's Recommendation**

No Change recommended

<b>Submission No.(s):</b>	MH-C5-160
<b>Submission by:</b>	Dunshaughlin GAA and Royal Gaels LGFA
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy and Volume 2 Dunshaughlin Written Statement
<b>Summary of Submission:</b>	
<ul style="list-style-type: none"> <li>• This submission gives a background to Dunshaughlin GAA and Royal Gaels LGFA and highlights the demand for playing pitches at this location.</li> <li>• It is submitted that the current facilities are inadequate to cater for the demand and a new full size pitch is required in this regard.</li> <li>• It is requested that DNS Objective 13 be amended with the addition of the following text:</li> <li>• 'To support the development of additional playing fields and/or other recreational uses on the land zoned as open space adjacent to Dunshaughlin GAA grounds, Dunshaughlin Community College and the new Dún Ríoga development.'</li> <li>• A map accompanies this submission which outlines the relevant lands.</li> </ul>	
<b>Chief Executive's Response</b>	
<p>Meath County Council recognises the important role played by Dunshaughlin GFC and Royal Gaels LGFA in the community of Dunshaughlin. The growth and development of the club is noted and commended, and the Draft Plan fully supports the development of community and leisure facilities and recognises its important role when forming sustainable communities.</p> <p>The Draft Plan contains numerous policies supporting the development of community facilities and ensures that adequate lands and services are zoned and reserved in Dunshaughlin to cater for the establishment, improvement or expansion of all community facilities where required.</p> <p>The lands referred to in this submission are designated for F1 'Open Space' and are contiguous to the club's current location. These lands have the potential to allow for the future expansion of the club should it arise over the lifetime of the development plan. As playing pitches are permissible in principle on F1 'Open Space' Lands it is not considered necessary to amend the objective as suggested.</p> <p>It is noteworthy also, that submissions from other clubs/organisations have expressed interest in</p>	

these lands. Future applications can be addressed through the DM process.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-162
<b>Submitted by:</b>	Joe Fahy on behalf of the Brophy Family
<b>Submission Theme(s):</b>	Land Use Zoning – Retirement Village
<b>Summary of Submission:</b>	
<p>This submission seeks to ensure that the MCC recognises that the transition of an older population is facilitated through specific objectives in the CDP. The submission primarily focuses on the creation of objectives for the development of an active retirement village model which would reflect the preference of the 88% of the older population who do not want or need the services of nursing or care homes, but rather wish to continue living independently.</p> <p>The submission suggests;</p> <ul style="list-style-type: none"><li>• Establish and agree definition of retirement village and identify various types of complex;</li><li>• Define the characteristics of models in terms of accommodation and additional services;</li><li>• Identify Policy and Planning issues</li></ul> <p>Further suggestions are made in relation to the design for retirement community;</p> <ul style="list-style-type: none"><li>• Access to grocery stores, retail shops, public transport etc;</li><li>• Design walkways and steps with needs of the elderly in mind;</li><li>• Design signage that is large and easy to read;</li><li>• Consultation with medical professionals'</li><li>• Consider practical issues;</li><li>• Provision of shared spaces, meeting / common rooms etc;</li></ul> <p>The submission seeks to expand the proposed policy objective SH POL 6 which should include; "or close to existing residential areas".</p> <p>The submission goes onto to identify a potential site which is considered to be an ideal location for an active retirement village because of unique and strategic position between Kileen Golf &amp; Country Club and Dunshaughlin.</p> <p>The subject site is perfectly complementary to the facilities within the grounds of Kileen Castle such as Loughmore Square and planning permission has been granted for another 22 residential sites for 4 and 5 bedroom dwellings. Permission was also granted for a 177 bedroom hotel, including the restoration of the Castle to provide of 17 bedrooms and associated leisure facilities.</p>	






#### **Chief Executive's Response**

The Council recognises that the provision of care for the elderly and vulnerable in our community is an essential requirement particularly in the context of changing national demographics. A range of accommodation options fall within this sector including 'step down housing' which supports independent living as support services are available in a complex arrangement including nursing homes and retirement houses / villages.

Nursing homes, residential and retirement homes should be located in towns and villages for reasons of sustainability, accessibility and proximity to services.

In this context, the subject site is not considered suitable for this form of development as there is a presumption against this type of accommodation in the open countryside for reasons relying on poor accessibility and lack of public transport, social exclusion and isolation.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-243
<b>Submitted by:</b>	Declan Brassil & Co on behalf of JPC Partnership and Veronica Mackle
<b>Submission Theme(s):</b>	Land Use Zoning – Dunshaughlin
<b>Summary of Submission:</b>	
<p>This submission seeks the rezoning of lands identified from E2 General Enterprise to C1 Mixed Use.</p> <p>The lands are located on the western side of the R147 and extend to approx. 8 Ha. It is considered that the site comprises Tier 1 zoned serviced lands and are unconstrained by any requirement for infrastructure provision or upgrades.</p> <p>It is submitted that Objective C1 zoning is appropriate in Dunshaughlin, and that the subject lands are appropriately located for a C1 objective providing for higher intensity employment generating uses, supporting a 'live-work' community as part of a sustainable development model incorporating high quality employment opportunities</p>	
<b>Chief Executive's Response</b>	
<p>Dunshaughlin is one of the most active settlements in the County for household construction. Whilst this increase in housing supply is welcomed, it is important to carefully manage the release of housing lands to ensure the population of the town increases at a steady and manageable rate.</p> <p>Taking this into account, future development in the town will primarily focus on the build out of existing developments the most significant being the Strategic Housing Development (The Willows) south of the town centre and adjacent to the Business Park. This is a 10-year permission for 913 units granted in 2019.</p> <p>The core strategy household allocation for Dunshaughlin has taken account of the SHD permission which is likely to build out across multiple development plans. Therefore, two thirds (600 units) have been included in the core strategy allocation with the remaining units to be included in subsequent plans.</p> <p>A surplus of residential lands has been identified in Dunshaughlin. In recognition of the longer-term objective of Dunshaughlin becoming a rail-based settlement as part of the construction of phase II of the Navan Rail Project, a reserve of residential lands that will not become available until after 2027 has been identified to provide for the long-term growth of the town.</p> <p>In this context it is considered that adequate lands have been identified to facilitate housing</p>	

growth for Dunshaughlin over the plan period.

In relation to the subject site given the above, it is considered that a rezoning of this site to mixed use could potentially expose the site to incompatible uses. In combination with this if circa 50% of these lands are to be developed for housing this will unnecessarily add to the over supply for housing lands for Dunshaughlin as well as lead to the identification of a site that is sequentially undesirable for residential development.

It is therefore considered that E2 Enterprise & Employment is considered to be the most suitable zoning for this site particularly as it is identified as a strategic site.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.(s):</b>	MH-C5-289
<b>Submission by:</b>	7 <sup>th</sup> Meath Dunshaughlin Scout Group
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy and Volume 2 Dunshaughlin Written Statement
<b>Summary of Submission:</b>	
<ul style="list-style-type: none"><li>• This submission requests that Meath County Council recognise and allocate funding to an identified and available land parcel, where the 7th Meath Scout Group can create a state-of-the-art Scout Den and facilities in a natural habitat.</li><li>• It is stated that the group has experienced a growth of 41% in the period from 2017 to 2020 which is predicated to continue over the next 5 years and beyond.</li><li>• Currently the group is renting every available school hall and church hall on five nights of the week and the unit purchased in the Dunshaughlin Business Park is unsuitable and viewed as temporary as it has no surrounding land on which to carry out their scouting activities safely with their youth members.</li><li>• This proposed identified den site an identified land parcel of 15 acres would be carbon neutral and would showcase the very best of scouting principles.</li><li>• The lands identified are zoned F1 and are located to the south west of Dunshagughlin Community College.</li><li>• It is submitted that scouting would act as an umbrella and make this land and facilities available to groups such as Men's Sheds, Tidy Towns, Dunshaughlin Harvest Festival and Dunshaughlin's Community Harvest &amp; Biodiversity group along with further developing our relationships with these groups.</li><li>• The submission urges Meath County Council to support this objective and allow Dunshaughlin Community be the showcase for future development plans, promoting best practice in areas of physical activity, environmental awareness and promotion of good mental health.</li></ul>	



- Additional background documents and letters of support from various community groups accompany this submission.

#### **Chief Executive's Response**

The Council recognises the important role played by the Dunshaughlin Scouts Group in the town of Dunshaughlin. The growth and development of the club is noted and commended, and the Draft Plan fully supports the development of community and leisure facilities and recognises its important role when forming sustainable communities.

The Draft Plan contains numerous policies supporting the development of community facilities and ensures that adequate lands and services are zoned and reserved to cater for the establishment, improvement or expansion of community facilities in the County. A number of sites are designated for G1 'community' use and FI 'open space' use in Dunshaughlin to cater for community /leisure needs of this area over the lifetime of the development plan. Furthermore, as part of 'The Willows' residential development a community facility and playground are to be provided.

The club's interest in these lands south west of Dunshaughlin Community School is noted, however, the acquisition of lands is also outside the strategic land use function of the County Development Plan. It is noted also that other groups/sporting organisations have expressed interest in this land. This issue can be explored further at a local level through the Community Section of the Council or at Municipal District level.

It is noteworthy also that a detailed Local Area Plan for the Dunshaughlin will be prepared during the life of this Plan and where a need for additional facilities is identified, this can be examined in greater detail as part of the preparation of the Local Area Plan.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.(s):</b>	MH-C5-308
<b>Submission by:</b>	Elisa Nardone
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy and Volume 2 Dunshaughlin Written Statement
<b>Summary of Submission:</b>	
<ul style="list-style-type: none"> <li>• This submission writer seeks to establish an orchestra with both adult and youth members of varying musical experience in the Dunshaughlin.</li> <li>• The proposed orchestra would work with the existing musical groups in the Dunshaughlin area such as the Choral Society and the Harvest Festival Drummers.</li> <li>• The Dunshaughlin Courthouse is suggested as a suitable location for the orchestra and it is considered a worthwhile use of the Courthouse.</li> <li>• Reference is made to a similar project which was set up by Sr. Bernadette Sweeny in Crumlin.</li> <li>• It is requested that the LMETB / Meath County Council facilitate a programme within the new or current schools to allow children to undertake instruction in an instrument.</li> <li>• It is considered that such an initiative would ensure that music is made available to the youth and adults alike regardless of means or opportunity.</li> </ul>	
<b>Chief Executive's Response</b>	

The merit of this proposal is recognised. However, this is a local issue which can be addressed through the Arts Section of Meath County Council. The establishment of this programme or the identification of specific building, is beyond the scope of the strategic land use function of the County Development Plan.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-327
<b>Submitted by:</b>	Noel Larkin & Associates on behalf of Rosemary Madden
<b>Submission Theme(s):</b>	Land Use Zoning – Dunshaughlin
<b>Summary of Submission:</b>	
<p>This submission seeks the rezoning of lands to the north east of Dunshaughlin to be zoned for Objective A2 New Residential.</p> <p>The subject lands are located immediately to the east of a development under construction and nearing completion known as 'Cnoc Tiarnach'. We note from the Draft Meath County Development Plan relating to Dunshaughlin, that the following has been stipulated inter alia; '....future development in the town will primarily focus on the build out of existing developments.....' A2 zoning to this small portion of land will support the objective to retain zoned lands for building out. The existing adjacent developments (Cnoc Tiarnach &amp; Grange Park) are currently being finished. Rezoning will allow for an orderly natural progression of this development. Meath County Council is also developing housing on adjoining lands where services are readily available.</p> <p>We note that the number of units completed from 2016 –2019 on the Written Statement for Dunshaughlin, is 419. It is submitted that in conjunction with the rapid growth of the town in the last couple of years particularly, and the permissions granted for further development yet to commence and be completed, there will be a significant increase in this unit number by 2026 and thereby in population.</p> <p>We note that the number of units completed from 2016 –2019 on the Written Statement for Dunshaughlin, is 419. It is submitted that in conjunction with the rapid growth of the town in the last couple of years particularly, and the permissions granted for further development yet to commence and be completed, there will be a significant increase in this unit number by 2026 and thereby in population.</p>	
<b>Chief Executive's Response</b>	
<p>Dunshaughlin is one of the most active settlements in the County for household construction. Whilst this increase in housing supply is welcomed, it is important to carefully manage the release of housing lands to ensure the population of the town increases at a steady and manageable rate.</p> <p>Taking this into account, future development in the town will primarily focus on the build out of existing developments the most significant being the Strategic Housing Development (The Willows) south of the town centre and adjacent to the Business Park. This is a 10 year permission for 913 units granted in 2019.</p> <p>The core strategy household allocation for Dunshaughlin has taken account of the SHD</p>	

permission which is likely to build out across multiple development plans. Therefore two thirds (600 units) have been included in the core strategy allocation with the remaining units to be included in subsequent plans.

A surplus of residential lands has been identified in Dunshaughlin. In recognition of the longer term objective of Dunshaughlin becoming a rail based settlement as part of the construction of phase II of the Navan Rail Project, a reserve of residential lands that will not become available until after 2025 has been identified to provide for the long term growth of the town. Furthermore the subject site is located outwith the exiting built up envelope of the town and a considerable distance from key transport linkages and the town centre. It is therefore considered that the site does not represent a sequentially preferable location for residential development at this time given the exiting quantum of housing land provision combined with infill opportunities in this location particularly east of the subject site.

#### **Chief Executive's Recommendation**

No change recommended

<b>Submission No.:</b>	MH-C5-342
<b>Submitted by:</b>	Collins Maher Martin on behalf of Bill Murphy
<b>Submission Theme(s):</b>	Land Use Zoning – Dunshaughlin
<b>Summary of Submission:</b>	
<p>This submission relates to a site extending some 18.71 Ha at Cooksland, Dunshaughlin. The lands are currently located adjacent to the northern edge of the settlement limit and in within the rural area currently used for agriculture.</p> <p>It is submitted that the site is centrally located and can provide a number of advantages should it be zoned for A2 New Residential including;</p> <ul style="list-style-type: none"> <li>• The M3 Distributor Road is located immediately to the north and the site has frontage of approx. 400m onto the existing N3 Navan Road;</li> <li>• The site is within the urban speed limits of the town and close to Dunshaughlin Business Park;</li> <li>• The site is still within walking distance of the route A proposed train station and readily accessible via the M3 bypass distributor road;</li> <li>• The site is within easy walking distance of the town centre and local amenities; and</li> <li>• The site is fully serviceable and there remains good capacity in the service infrastructure locally.</li> </ul>	
<b>Chief Executive's Response</b>	
<p>Dunshaughlin is one of the most active settlements in the County for household construction. Whilst this increase in housing supply is welcomed, it is important to carefully manage the release of housing lands to ensure the population of the town increases at a steady and manageable rate.</p> <p>Taking this into account, future development in the town will primarily focus on the build out of existing developments the most significant being the Strategic Housing Development (The Willows) south of the town centre and adjacent to the Business Park. This is a 10-year permission for 913 units granted in 2019.</p> <p>The core strategy household allocation for Dunshaughlin has taken account of the SHD</p>	

permission which is likely to build out across multiple development plans. Therefore, two thirds (600 units) have been included in the core strategy allocation with the remaining units to be included in subsequent plans.

A surplus of residential lands has been identified in Dunshaughlin. In recognition of the longer-term objective of Dunshaughlin becoming a rail-based settlement as part of the construction of phase II of the Navan Rail Project, a reserve of residential lands that will not become available until after 2025 has been identified to provide for the long-term growth of the town.

In this context it is considered that adequate lands have been identified to facilitate housing growth for Dunshaughlin over the plan period.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-364
<b>Submitted by:</b>	Declan Brassil & Co on behalf of Ballyronan Developments Ltd
<b>Submission Theme(s):</b>	Land Use Zoning – Dunshaughlin
<b>Summary of Submission:</b>	
<p>This submission relates to lands located approx. 2km south east of Dunshaughlin town centre on the R147 national road in the townlands of Ballinlough and Ballinmurphy. The site comprises the rear ranges of the Ballinlough Workhouse complex, the former Fever Hospital site and adjoining lands in agricultural use.</p> <p>The submission seeks the rezoning of lands to the south east of Dunshaughlin associated with the above site is zoned for A2 – New Residential.</p> <p>It is submitted that the rezoning will ensure;</p> <ul style="list-style-type: none"> <li>• Heritage led regeneration;</li> <li>• Good access to public transport;</li> <li>• Well located to maximise the return of public investment of recent infrastructural projects;</li> <li>• Redevelopment of this site is essential to ensure the safeguarding of a protected structure</li> </ul> <p>Notably, a 6-year planning permission was granted on the subject lands for a heritage Park including interpretative centre, renovation and refurbishment of the rear ranges of the workhouse to provide 25 residential units and 3 craft workshops.</p> <p>The application included 52 dwellings on the adjoining lands to the west as enabling development to finance the restoration of the Protected Structures and the Heritage Park and Interpretative Centre. The Board omitted these units on the basis that the lands were not zoned.</p>	
<b>Chief Executive's Response</b>	
<p>Dunshaughlin is one of the most active settlements in the County for household construction. Whilst this increase in housing supply is welcomed, it is important to carefully manage the release of housing lands to ensure the population of the town increases at a steady and</p>	

manageable rate.

Taking this into account, future development in the town will primarily focus on the build out of existing developments the most significant being the Strategic Housing Development (The Willows) south of the town centre and adjacent to the Business Park. This is a 10 year permission for 913 units granted in 2019.

The core strategy household allocation for Dunshaughlin has taken account of the SHD permission which is likely to build out across multiple development plans. Therefore two thirds (600 units) have been included in the core strategy allocation with the remaining units to be included in subsequent plans.

A surplus of residential lands has been identified in Dunshaughlin. In recognition of the longer term objective of Dunshaughlin becoming a rail based settlement as part of the construction of phase II of the Navan Rail Project, a reserve of residential lands that will not become available until after 2025 has been identified to provide for the long term growth of the town.

In this context it is considered that adequate lands have been identified to facilitate housing growth for Dunshaughlin over the plan period.

In relation to the subject site, while it is accepted that the submission seeks to facilitate the conservation and reuse of historic buildings, the location of the site is not considered to be sequentially preferable and will result in the unbalanced growth of Dunshaughlin leading to unnatural encroachment into the open countryside.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-392
<b>Submitted by:</b>	O'Connor Whelan on behalf of Paul Morrin
<b>Submission Theme(s):</b>	Eastern Relief Road – Dunshaughlin
<b>Summary of Submission:</b>	
The purpose of this submission is;	
<ul style="list-style-type: none"><li>• To alter the proposed alignment of the Eastern Relief Road shown in the Draft Plan in line with where it is currently shown in the existing Development Plan in order to reflect the landownership; and</li><li>• To rezone an area of ca. 0.6 ha of land within the route of the Eastern Relief Road in order to reflect the landownership</li></ul>	
The landowners of the site immediately south of Lagore Road have no issue in delivering the portion of the Eastern Relief Road through their lands, as part of the development of housing on the site. However, the issue is that where the road is shown on the Draft Plan, there may be an expectation that the Eastern Relief Road will have to follow this alignment. It will effectively leave an area of land to the east of the road that will be undevelopable, thus leading to zoned lands that cannot be used for housing purposes. It is therefore requested that the Council	

realigns the proposed road corridor along the eastern site boundary, which is similar to the road alignment shown in the current CDP.

#### **Chief Executive's Response**

It is understood that the majority of the eastern relief road has been approved however the portion of the eastern relief road through the subject lands is still at preliminary design stage.

For the purposes of the draft CDP an indicative road alignment has been indicated however the precise alignment of the road will be assessed in greater detail at Local Area Plan stage and subsequent development management stage.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-429
<b>Submitted by:</b>	John Smyth
<b>Submission Theme(s):</b>	Dunshaughlin Written Statement
<b>Summary of Submission:</b>	
<p>A sentence should be added to Dunshaughlins Chapter 1.0 Village context or character to say " Large volumes of traffic travel through the village as a result of M3 toll avoidance."</p> <p>And further to this, the toll should be relocated to the North of the Dunshaughlin exit. This would immediately alleviate congestion where all traffic is forced into the village past the willows on the southern end, and instead there would be three routes in and out of the village: 2 on the northern end and 1 on the southern end.</p> <p>We don't need more roads built (relief roads....) we already have a perfectly good and safe m3. We just need the toll moved a few kilometres to the north.</p>	
<b>Chief Executive's Response</b>	
<p>The management and consequent placement or relocation of Toll Plazas are outside the remit of the County Development Plan process. As such, no action can be taken in relation to the above proposal.</p>	
<b>Chief Executive's Recommendation</b>	
<p>No change recommended.</p>	

<b>Submission No.:</b>	MH-C5-574
<b>Submitted by:</b>	Applegreen PLC
<b>Submission Theme(s):</b>	Land Use Zoning – Dunshaughlin
<b>Summary of Submission:</b>	
<p>This submission proposes the zoning of lands proximate and accessible to the established urban area of Dunshaughlin and Junction 6 on the M3 Motorway for employment generating uses, potentially incorporating an offline motorway service area (MSA), consistent with and complementary to those uses provided for in the adjoining designated Strategic Employment</p>	

Zone within corridor of the M3 Motorway and the proposed Dublin-Navan Rail line.

It is considered that the proposed zoning and MSA use are also consistent with and complementary to the adjoining Strategic Employment Area, providing a complementary use that would be attractive to potential occupiers of those lands, and supporting the operation of those uses.

It should be noted that Applegreen Service Areas Ltd. made an application to Meath County Council for an off-line motorway service area on the site in 2016. This decision was overturned by ABP for two key reasons; the site is not identified for such permissible uses in the CDP; and development of same would direct trade away from Dunshaughlin.

The purpose of this submission is to establish an appropriate policy context in the County Development Plan that provides for the principle of an off-line MSA on the subject site. It is submitted that the nature and scale of ancillary services can be appropriately controlled at planning application stage.

#### **Chief Executive's Response**

The creation of a sustainable community in Dunshaughlin requires opportunities for employment creation and economic investment.

The Business Park in the southern portion of the town is an important employment hub, with additional lands available south of the Dublin Road. These lands have the capacity to accommodate either locally based small-medium sized enterprises or a large standalone employment use.

Notably a strategic employment site has been identified to south west of the town centre which is anticipated to provide much needed employment for the new residential communities developing in the town. The development of these lands will facilitate the creation of a vibrant 'live work' community and the future delivery of a key transportation artery that will connect the settlement directly to the M3 Motorway.

In this context, it is considered that ample lands have been identified to facilitate employment growth within the town including the SES to the south west and further zoning to the south east adjacent to the forthcoming SHD 'The Willows'.

Notwithstanding the previous ABP decision to overturn the MCC decision to grant permission for a MSA on the subject lands, it is considered that the site is not sequentially preferable in the context of the growth of the town and would ultimately mar the distinction between the settlement limit and the countryside / motorway buffer zone.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-595
<b>Submitted by:</b>	Alanna Homes Limited
<b>Submission Theme(s):</b>	Land Use Zoning – Dunshaughlin
<b>Summary of Submission:</b>	
This submissions requests that lands at Bonestown, Dunshaughlin should be zoned with objective	



E1 Strategic Employment Zones (high technology) to facilitate opportunities for high end technology / manufacturing and major campus style office-based employment.

The subject lands of this submission comprise approximately 70 acres of lands at Bonestown in the north of Dunshaughlin adjacent to the existing built up area. The lands comprise 4 no. fields and are not encumbered by any natural, cultural or archaeological designations and are not affected by the motorway buffer zone.

#### **Chief Executive's Response**

The creation of a sustainable community in Dunshaughlin requires opportunities for employment creation and economic investment.

The Business Park in the southern portion of the town is an important employment hub, with additional lands available south of the Dublin Road. These lands have the capacity to accommodate either locally based small-medium sized enterprises or a large standalone employment use.

Notably a strategic employment site has been identified to south west of the town centre which is anticipated to provide much needed employment for the new residential communities developing in the town. The development of these lands will facilitate the creation of a vibrant 'live work' community and the future delivery of a key transportation artery that will connect the settlement directly to the M3 Motorway.

In this context, it is considered that ample lands have been identified to facilitate employment growth within the town including the SES to the south west and further zoning to the south east adjacent to the forthcoming SHD 'The Willows'.

In this context it is not considered sustainable to identify a further Strategic Employment Site at this time prior to the development of an existing site at a sequentially preferable location.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-620
<b>Submitted by:</b>	McGill Planning on behalf of Veronica Mackle
<b>Submission Theme(s):</b>	Land Use Zoning – Dunshaughlin
<b>Summary of Submission:</b>	
This submission seeks the rezoning of lands from RA Rural Areas to E2 – General Enterprise & Employment.	
The site is located to the south west of the town bounded to the west by the R147 to the south and east by zoned rural area lands and to the north zoned by E2 employment lands. The site also lies adjacent and south east of the main Strategic Employment Site along the south western edge of Dunshaughlin.	
The submission considers that the level of lands designated for employment uses within the Strategic Employment Site is too restrictive and does not enable the flexibility and agility for the Local Authority to take advantage of any unforeseen opportunities which may arise. The submission therefore suggests that additional land should be zoned for employment use to ensure that all potential employment generating uses can be accommodated should the opportunity arise.	

It is considered that the rezoning of this site would ensure the development and expansion of the town is plan led with an employment opportunities and base that can support the growth of the adjacent residential development.

#### **Chief Executive's Response**

The creation of a sustainable community in Dunshaughlin requires opportunities for employment creation and economic investment.

The Business Park in the southern portion of the town is an important employment hub, with additional lands available south of the Dublin Road. These lands have the capacity to accommodate either locally based small-medium sized enterprises or a large standalone employment use.

Notably a strategic employment site has been identified to south west of the town centre which is anticipated to provide much needed employment for the new residential communities developing in the town. The development of these lands will facilitate the creation of a vibrant 'live work' community and the future delivery of a key transportation artery that will connect the settlement directly to the M3 Motorway.

In this context, it is considered that ample lands have been identified to facilitate employment growth within the town including the SES to the south west and further zoning to the south east adjacent to the forthcoming SHD 'The Willows'.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-633
<b>Submitted by:</b>	G Davenport Architecture on behalf of Pat O'Hare
<b>Submission Theme(s):</b>	Land Use Zoning – Dunshaughlin
<b>Summary of Submission:</b>	
<p>This submission seeks the following objective to be added into the Dunshaughlin written statement – Vol 2 of the forthcoming CDP;</p> <p>“To support the development and conversion of Lagore House and Farm, a historic building and protected structure (MH044107) part of the local cultural heritage, for use as a hotel with associated leisure, equine and private residential facilities. The existing walled garden and other vernacular farm buildings attached to Lagore House should be retained and converted as part of the development of the site subject to good planning and architectural conservation practice”.</p> <p>The submission considers that the most important factor in assessing the feasibility for development of this protected structure (Lagore House &amp; Farm) and the high cost of refurbishment and restoration of the out buildings is the inclusion of a proportion of private residential dwellings within the development site.</p>	
<b>Chief Executive's Response</b>	
All proposals for development within, attached to or beside Recorded Protected Structures are	

assessed by the Planning Department regarding best conservation practice and planning. This includes a specific development proposal in relation to an economic gain as an objective such as the proposed within the County Development Plan is misguided. The most important factor in assessing the feasibility of development for any protected structure is not cost. Please be guided by the Planning and Development Act 2000 as amended in relation to working with and caring for Recorded Protected Structures.

The subject site is not considered acceptable for significant further residential use, same would only be acceptable if there was a demonstrated local need which would be assessed under rural planning policy.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-671
<b>Submitted by:</b>	McCutcheon Halley on behalf of Mr Dermot Kealy
<b>Submission Theme(s):</b>	Land Use Zoning – Dunshaughlin
<b>Summary of Submission:</b>	
<p>This submission requests the rezoning of lands on the south eastern tip of Dunshaughlin from F1 – Open Space to A2 New Residential (Phase 1). The submission specifically proposes that the site will be brought forward for a Retirement Village should the suggested land use zoning (residential) be afforded to the site.</p> <p>The submission sets out an analysis of the overall housing allocation as well as merits of the site location close to existing services, compatible adjacent land uses and characteristics of the site itself.</p>	
<b>Chief Executive's Response</b>	
<p>Dunshaughlin is one of the most active settlements in the County for household construction. Whilst this increase in housing supply is welcomed, it is important to carefully manage the release of housing lands to ensure the population of the town increases at a steady and manageable rate.</p> <p>Taking this into account, future development in the town will primarily focus on the build out of existing developments the most significant being the Strategic Housing Development (The Willows) south of the town centre and adjacent to the Business Park. This is a 10 year permission for 913 units granted in 2019.</p> <p>The core strategy household allocation for Dunshaughlin has taken account of the SHD permission which is likely to build out across multiple development plans. Therefore two thirds (600 units) have been included in the core strategy allocation with the remaining units to be included in subsequent plans.</p> <p>A surplus of residential lands has been identified in Dunshaughlin. In recognition of the longer term objective of Dunshaughlin becoming a rail based settlement as part of the construction of phase II of the Navan Rail Project, a reserve of residential lands that will not become available until after 2025 has been identified to provide for the long term growth of the town.</p>	

In this context it is considered that the rezoning of the identified lands would not be sustainable approach to land use zoning and would result in the over allocation of housing lands for Dunshaughlin.

Furthermore, while it is accepted that the submission relates to the specific use of a Retirement Village, it should be noted this category also falls within the class A2 New Residential and therefore is permissible on other existing zoned sites or brownfield / infill sites within the settlement of Dunshaughlin. Indeed, the subject site while within relatively close proximity to future residential and commercial development the site is relatively removed from the town centre of Dunshaughlin and does not represent a sequentially preferable location when considered against other existing potential sites closer to the built-up fabric of the town.

It is therefore considered that other sequentially preferable sites are likely to be identified for such uses closer to the town centre of Dunshaughlin that would not result in the loss of areas identified for open space.

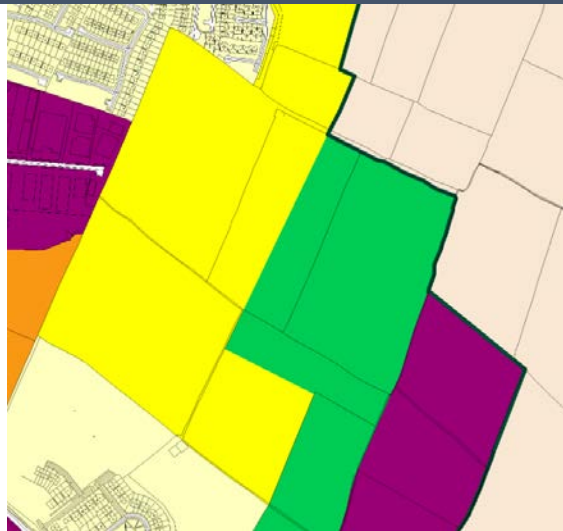
#### **Chief Executive's Recommendation**

No change recommended.

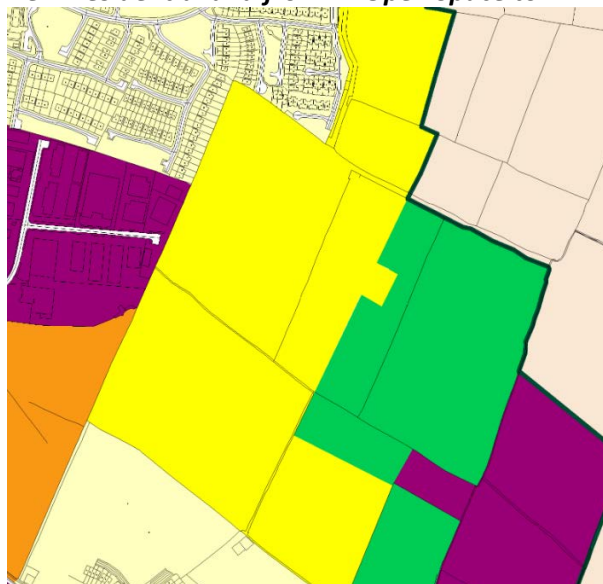
<b>Submission No.:</b>	MH-C5-672
<b>Submitted by:</b>	OCSC on behalf of Mr Noel Clarke
<b>Submission Theme(s):</b>	Land Use Zoning – Dunshaughlin
<b>Summary of Submission:</b>	
<p>This submission relates to lands located on the south western edge of Dunshaughlin. The lands are bounded by College Park Estate to the north, Dunshaughlin Health Care Unit to the east, agricultural lands (zoned E2 – General Enterprise &amp; Employment) to the south and agricultural lands (zoned A2 – Residential) to the west – under Castlethorn Construction.</p> <p>This submission requests that the phasing allocation post 2026 is removed from the lands to allow for development within the lifetime of this Plan.</p>	
<b>Chief Executive's Response</b>	
<p>It should be noted that a planning application for the proposed development of 426 residential units (258 houses and 168 apartments) has been submitted directly to the An Bord Pleanála ref: ABP-306952-20.</p> <p>ABP have issued a notice of pre-application consultation opinion which remains relatively positive of welcoming the proposed development subject to the following information being provided;</p> <ul style="list-style-type: none"> <li>• Connections between the proposed housing and the rest of the town;</li> <li>• The core strategy and phasing provisions of the development plan;</li> <li>• Housing quality assessment;</li> <li>• Flood risk assessment;</li> <li>• Foul drainage report;</li> <li>• Site plan;</li> <li>• AA screening report;</li> <li>• Details of boundary and surface treatments throughout the development;</li> <li>• Draft construction management plan; and</li> <li>• Draft waste management plan</li> </ul>	

<b>Chief Executive's Recommendation</b>
No change recommended at this time.

<b>Submission No.:</b>	MH-C5-709
<b>Submitted by:</b>	John Spain Associates on behalf of Rockture Ltd.
<b>Submission Theme(s):</b>	Land Use Zoning – Dunshaughlin
<b>Summary of Submission:</b>	
<p>This submission relates to lands north of the R14 / Dublin Road and to the south east of Dunshaughlin Town Centre. The sites of the permitted and now largely complete Phase 1A, Phase 1B and 1C developments known as 'The Willows' are located on the southern portion of the overall landholding. Notably a childcare facility is permitted under Phase 1C on the proposed G1 Community Infrastructure zoned lands.</p> <p>In summary this submission seeks the following;</p> <ul style="list-style-type: none"> <li>• Consider extending the residential zoning onto a small portion of the F1 zoned lands to more accurately reflect the extent of the development permitted under the SHD application ABP Reg Ref: 303433;</li> <li>• Request that the employment zoning extend from the signalised junction on the DORR to the SHD site to facilitate the future access road.</li> <li>• Request that the employment zoning and access objective extend to the Dublin Road to more closely reflect the current CDP and enhance the attractiveness of these lands for employment generating uses.</li> </ul>	
<b>Chief Executive's Response</b>	
<p>In relation to the request to extend the residential zoning onto a small portion on the F1 lands, it is considered that this represents a minor alteration of the zoning and the Council accepts that same will accurately reflect the extent of the development already permitted.</p> <p>The subsequent requests to extend the employment zonings from both the Dublin road and from the approved junction associated with the permitted housing development is not considered necessary in this context. It is recognised and accepted that the F1 zoning is identified for open space for both the employment / residential sites as well as creating a natural buffer between the two. The associated access link roads between the zonings is not considered material to warrant a small change in the zoning as the primary use of the zoning is not undermined. The access link roads from the permitted housing development to the future employment site is an ancillary element to the housing development.</p> <p><b><i>Draft CDP Land Use Zoning</i></b></p>	



***Proposed amended Land Use Zoning Map showing lands rezoned from F1 Open Space to A2 New Residential and from F1 Open Space to E2 Enterprise & Employment.***



#### **Chief Executive's Recommendation**

It is recommended that the zoning is changed from F1 Open Space to A2 New Residential and from F1 open space to E2 General Enterprise & Employment (as per the above images).

<b>Submission No.:</b>	MH-C5-759
<b>Submitted by:</b>	Cllr Gerry O'Connor
<b>Submission Theme(s):</b>	Land Use Zoning – Dunshaughlin
<b>Summary of Submission:</b>	
This submission relates to community infrastructure provision for Dunshaughlin.	
The submission requests that land suitable for the needs of expanding the town be identified and ear marked to provide the following;	
<ul style="list-style-type: none"> <li>Lands suitable and accessible for a 12-acre scouting facility for the 7<sup>th</sup> Meath Scouts</li> </ul>	

<p>Group;</p> <ul style="list-style-type: none"> <li>• Lands suitable and accessible for the expansion of Dunshaughlin GAA;</li> <li>• Land suitable and accessible for a new Community Centre;</li> <li>• Land suitable and accessible for Dunshaughlin Athletics Club</li> </ul> <p>Creche facilities While housing developments currently being built do provide for appropriate Creche facilities – prior to the occupation of houses.</p> <p>That the town limit and resulting speed limit be extended on the Dublin Road to include the new developments at the Willows SHD and Fairfield.</p> <p>Kilmessan Social objective KLM OBJ 16. This should be removed as the Rectory in question is in private ownership.</p>
<b>Chief Executive's Response</b>
<p>See NOM 342</p> <p>In the southern part of Dunshaughlin between the Business Park and 'The Willows' residential development c.6.8ha of land has been identified for Community Infrastructure. It is anticipated that these lands will be developed as an Education Campus.</p> <p>As part of 'The Willows' residential development a community facility and playground are to be provided. Taking this into account it is considered that there are sufficient lands identified for community infrastructure in this part of the town.</p> <p>With regard to the open space (F1) lands adjacent to the M3/R125 roundabout it is noted that these lands are adjacent to 'Post 2027' Residential lands. Taking account of the fact that the 'Post 2027' residential lands will not be available for development until after 2027 it is not anticipated that these 'open space' lands would be developed before 2027. In addition it has not been identified that there is a need for an area of open space in this part of the town.</p>
<b>Chief Executive's Recommendation</b>
No change recommended

<b>Submission No.(s):</b>	MH-C5-767
<b>Submission by:</b>	Karen Jasinski
<b>Submission Theme(s):</b>	Chapter 7 Community Building Strategy and Volume 2 Dunshaughlin Written Statement
<b>Summary of Submission:</b>	
<ul style="list-style-type: none"> <li>• This submission writer seeks to establish an orchestra in the Dunshaughlin.</li> <li>• It is requested that the LMETB / Meath County Council facilitate such a programme.</li> </ul>	
<b>Chief Executive's Response</b>	
The merit of this proposal is recognised. However, this is a local issue which can be addressed through the Arts Section of Meath County Council. The establishment of this programme or the	



identification of specific building, is beyond the scope of the strategic land use function of the County Development Plan.

#### **Chief Executive's Recommendation**

No change recommended.

<b>Submission No.:</b>	MH-C5-784
<b>Submitted by:</b>	McGill Planning on behalf of Loughglynn Developments
<b>Submission Theme(s):</b>	Land Use Zoning – Dunshaughlin
<b>Summary of Submission:</b>	
<p>This submission relates to land located within the townland of Grangend to the north east of Dunshaughlin. It extends circa 3.4 Ha and forms part of a larger land holding including lands to the west towards the town.</p> <p>The northern portion of the site border the R152 Lagore Road.</p> <p>The landholding including the subject lands are currently subject to a Strategic Housing Development proposal for 211 units (PL17 305822).</p> <p>The subject lands are currently zoned for Phase II (pose 2019) residential lands in the extant CDP however are now proposed to be dezone as part of the forthcoming CDP.</p> <p>In summary the submission considers;</p> <ul style="list-style-type: none"><li>• There is no requirement to dezone land in Dunshaughlin;</li><li>• The draft plan has zoned insufficient residential land for Dunshaughlin;</li><li>• The specific lands proposed for residential may not achieve the housing target for Dunshaughlin;</li><li>• The overall housing target for Dunshaughlin;</li><li>• Zoning of the subject lands can help deliver the eastern relief road</li></ul>	
<b>Chief Executive's Response</b>	
<p>Dunshaughlin is one of the most active settlements in the County for household construction. Whilst this increase in housing supply is welcomed, it is important to carefully manage the release of housing lands to ensure the population of the town increases at a steady and manageable rate.</p> <p>Taking this into account, future development in the town will primarily focus on the build out of existing developments the most significant being the Strategic Housing Development (The Willows) south of the town centre and adjacent to the Business Park. This is a 10 year permission for 913 units granted in 2019.</p> <p>The core strategy household allocation for Dunshaughlin has taken account of the SHD permission which is likely to build out across multiple development plans. Therefore two thirds (600 units) have been included in the core strategy allocation with the remaining units to be</p>	

included in subsequent plans.

A surplus of residential lands has been identified in Dunshaughlin. In recognition of the longer term objective of Dunshaughlin becoming a rail based settlement as part of the construction of phase II of the Navan Rail Project, a reserve of residential lands that will not become available until after 2027 has been identified to provide for the long term growth of the town.

in this context, it is considered that the approach taken to remove the residential Phase II (Post 2019) is most sustainable approach to ensure housing lands are carefully released in line with the population growth of the town over the plan period.

#### **Chief Executive's Recommendation**

No change recommended

<b>Submission No.:</b>	MH-C5-786
<b>Submitted by:</b>	Stephen Little & Associates
<b>Submission Theme(s):</b>	Land Use Zoning – Dunshaughlin
<b>Summary of Submission:</b>	
<p>This submission seeks to comment on a number of aspects of the draft CDP in respect of lands extending c. 148 Ha located in the townlands of Rosetown, Readsland and Knocks west of Dunshaughlin Town Centre.</p> <p>The submission considers that the draft CDP in its current form adversely impacts significantly in the Castlethron landholding as it omits the zoning of character area 6 in the north west corner of the castlethorn lands. In addition the Phase II lands previously identified as being capable of development post 2019 are now identified as being targeted for development post 2026.</p> <p>In summary this submission seeks;</p> <ul style="list-style-type: none"><li>• Removal of the Phase II designation from the subject lands;</li><li>• Retain the current zoning of the lands on the north western side of Dunshaughlin Link Road as A2 – Residential;</li><li>• Remove the flood risk designation on the lands and rezone lands under the flood risk zone to A2 residential</li></ul>	
<b>Chief Executive's Response</b>	
<p>Dunshaughlin is one of the most active settlements in the County for household construction. Whilst this increase in housing supply is welcomed, it is important to carefully manage the release of housing lands to ensure the population of the town increases at a steady and manageable rate.</p> <p>Taking this into account, future development in the town will primarily focus on the build out of existing developments the most significant being the Strategic Housing Development (The Willows) south of the town centre and adjacent to the Business Park. This is a 10 year permission for 913 units granted in 2019.</p> <p>The core strategy household allocation for Dunshaughlin has taken account of the SHD</p>	

permission which is likely to build out across multiple development plans. Therefore two thirds (600 units) have been included in the core strategy allocation with the remaining units to be included in subsequent plans.

A surplus of residential lands has been identified in Dunshaughlin. In recognition of the longer term objective of Dunshaughlin becoming a rail based settlement as part of the construction of phase II of the Navan Rail Project, a reserve of residential lands that will not become available until after 2025 has been identified to provide for the long term growth of the town.

In this context it is considered that the approach taken to identify the subject lands in this submission for phase II (post 2026) and the rezoning of associated lands (previously zoned for phase II post 2019) is the most sustainable.

It is understood that a flood risk assessment has also been submitted to demonstrate that the subject lands identified for phase II (post 2026) are not liable to flooding. Response to be provided from flood engineer.

The Council is also aware of a SHD application which is currently under consideration by An Bord Pleanala for these lands.

#### **Chief Executive's Recommendation**

No change recommended

<b>Submission No.:</b>	MH-C5-848
<b>Submitted by:</b>	IMG Planning on behalf of Zafir Khan
<b>Submission Theme(s):</b>	Land Use Zoning – Dunshaughlin
<b>Summary of Submission:</b>	
This submission requests that the settlement boundary is extended to include his property and that it is rezoned from R/A to A1 Existing Residential. The property comprises of one dwelling on a site of 0.42 ha and is located on the eastern side of the R147 to the south of Dunshaughlin. Immediately to the north of the site is a petrol filling station. And beyond that is a detached dwelling. It is stated that the R/A zoning is not appropriate and does not reflect the nature of the land use currently on the property. It is stated that an Existing Residential zoning is justified in this instance in terms of planning policy in that it would reflect current and long-standing use of the property and its location relative to zoned lands and the settlement boundary of Dunshaughlin.	
<b>Chief Executive's Response</b>	
The subjects lands are located on the periphery of Dunshaughlin and are not zoned under the current County Plan and have not been under the previous Development Plan. While it is noted that the lands to the southeast are zoned, these lands are subject to an F1 Open Space zoning in conjunction with the large area of F1 Open Space to the north. There are a number of existing singular residential properties at this location and it is not considered appropriate to incorporate all singular existing residential dwellings on the periphery of Dunshaughlin. The R/A zoning applies to all the singular residential properties at this location.	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.(s):</b>	MH-C5-929
<b>Submission by:</b>	Niall Foley
<b>Submission Theme(s):</b>	Chapter 3 Settlement Strategy and Volume 2 Dunshaughlin Written Statement
<b>Summary of Submission:</b>	
<p>This submission requests that lands be zoned for residential purposes in Dunshaughlin. It is requested that lands previously zoned for residential purposes be reinstated and that additional lands also be zoned.</p> <p>It is submitted that the lands are conducive for zoning on the following bases:</p> <ul style="list-style-type: none"> <li>• The lands are not liable to flooding.</li> <li>• They are in close proximity to Dunshaughlin Village.</li> <li>• Within a 0.5km walk to bus stop with services to Dublin etc.</li> <li>• Within a 0.7km radius to various other services and amenities.</li> <li>• The Dunshaughlin ring road goes through the land and they are easily accessible from the M3.</li> <li>• Lands have access to water and waste water infrastructure.</li> <li>• Playing pitches are in close proximity.</li> </ul>	
<b>Chief Executive's Response</b>	
<p>Dunshaughlin is one of the most active settlements in the County for household construction. Whilst this increase in housing supply is welcomed, it is important to carefully manage the release of housing lands to ensure the population of the town increases at a steady and manageable rate.</p> <p>Taking this into account, future development in the town will primarily focus on the build out of existing developments the most significant being the Strategic Housing Development (The Willows) south of the town centre and adjacent to the Business Park. This is a 10-year permission for 913 units granted in 2019.</p> <p>The core strategy household allocation for Dunshaughlin has taken account of the SHD permission which is likely to build out across multiple development plans. Therefore, two thirds (600 units) have been included in the core strategy allocation with the remaining units to be included in subsequent plans.</p> <p>A surplus of residential lands has been identified in Dunshaughlin. In recognition of the longer-term objective of Dunshaughlin becoming a rail-based settlement as part of the construction of phase II of the Navan Rail Project, a reserve of residential lands that will not become available until after 2025 has been identified to provide for the long-term growth of the town.</p> <p>In this context it is considered that adequate lands have been identified to facilitate housing growth for Dunshaughlin over the plan period.</p>	
<b>Chief Executive's Recommendation</b>	
No change recommended.	

<b>Submission No.:</b>	MH-C5-1100
<b>Submitted by:</b>	Evan Newell
<b>Submission Theme(s):</b>	Dunshaughlin Written Statement
<b>Summary of Submission:</b>	
This submission relates to the easing of traffic congestion in Dunshaughlin by prioritising the completion of the 2km Western loop. The author highlights the growing traffic congestion occurring on the Main Street of Dunshaughlin as a result of passing traffic.	
<b>Chief Executive's Response</b>	
The Chief Executive supports this submission and the completion of the 2km western loop. This is likely to be delivered in tandem with the Strategic Employment Zoned lands in Dunshaughlin. The delivery of the Western Loop is supported in the Dunshaughlin Written Statement by way of DNS OBJ 10 which aims 'to support the continuation of the <i>'To support the continuation of the Western Distributor Link Road from its position west of the Dunshaughlin Interchange to the R147 south of the town.'</i> It is considered that this objective is sufficient to support the delivery of the proposed works.	
<b>Chief Executive's Recommendation</b>	
No Change Recommended	