



VOLUME 1

# Draft Meath County Development Plan 2021-2027

Chief Executive Report on Material Amendments

Volume 1 incorporates – Introduction, Index of Submissions, Key Submissions and Chapter 1 to 11

MEATH:  
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**CHIEF EXECUTIVE  
REPORT ON MATERIAL  
AMENDMENTS**

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# Introduction

## 1 Introduction & Overview of the Chief Executive's Report

### 1.1 Purpose & Contents of the Chief Executive's Report

The purpose of the Chief Executive's Report is to report on the outcome of the consultation process on the Proposed Material Amendments to the Draft Meath Development Plan 2021-2027, set out the Chief Executive's response to the issues raised in the submissions, and to make recommendations on the proposed amendments, as appropriate. The report forms part of the statutory procedure for the preparation of a new Development Plan.

Pursuant to Section 12 (6) of the Planning and Development Act 2000 (as amended), notice of the preparation of Proposed Material Amendments to the Draft Meath County Development Plan 2021 - 2027 was given on 31 May 2021. Submissions or observations with regard to the Proposed Material Amendments together with associated Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) Determinations and Reports only, were invited for a period of 4 weeks from 31 May 2021 to 29 June 2021 inclusive.

Pursuant to Section 12(8)(b) of the Planning and Development Act 2000 (as amended), this Chief Executive's Report provides details of the submissions and observations received in relation to the proposed Material Amendments as follows:

- Lists the persons or bodies who made submissions or observations during the prescribed public consultation period
- Provides a summary of the recommendations, submissions and observations made by the Office of the Planning Regulator
- Summarises the submissions or observations made by any other persons during the prescribed public consultation period
- Gives the response of the Chief Executive to the issues raised, taking account of:
  - Directions of the members of the authority regarding the preparation of the Draft Development Plan
  - The proper planning and sustainable development of the area
  - The statutory obligations of the Local Authority
  - Any relevant policies or objectives of the Government or of any Minister of the Government.

This Chief Executive's Report on submissions or observations received in relation to the proposed Material Amendments to the Draft Meath County Development Plan 2021-2017 is hereby submitted to the members of the Planning Authority for consideration.

## **1.2 Structure of the Report**

**Volume One** of this report consists of Introduction, Index of Submissions, and a summary of the recommendations, submissions and observations relating to the Key Submissions and Chapters 1-11 with the Chief Executive's response and recommendations in relation to same.

**Volume Two** provides a summary of the recommendations, submissions and observations relating to the Settlements and Book of Maps, again with the Chief Executive's response and recommendations relating to same.

**Volume Three** incorporates the Draft Plan errata\*, addendum to the errata and non-material amendments.

\*errata refers to a list of errors of a non-material nature in the printed version which have been corrected, e.g. Citation of an Act, updating of table numbers, grammatical errors.

## **1.3 Synopsis of the County Development Plan Process to Date**

### **1.3.1 Preliminary Consultation Process: Pre-Draft Plan**

The Pre-Draft consultation stage was undertaken from 14 December 2016 until 17 February 2017. 282 submissions were received during the Pre-Draft consultation period. The opinions and views set out in the written submissions, and of those expressed and recorded at the public consultation events/stakeholder meetings, were considered and a Chief Executive Report dated 5 April 2017 set out the response of the Chief Executive to the issues raised together with recommendation for the preparation of the Draft Plan.

Pursuant to Section 11 (b) (ii) of the Planning & Development Act 2000 as amended, the County Development Plan review process was suspended between May 2018 until May 2019, pending the preparation of the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Regional Assembly.

### **1.3.2 Draft Plan Consultation Process**

The Draft Plan consultation stage was undertaken from 18 December 2019 until 06 March 2020. 2542 submissions were received during this Draft Plan consultation period, with three submissions subsequently withdrawn. The extent and detail of the submissions and observations received highlights the significant level of public interest in the plan-making process.

Pursuant to the Emergency Measures in the Public Interest (Covid-19) Act, 2020, a further pausing of the statutory timelines occurred from 29 March to 23 May 2020.

The consultation process comprised a number of elements:

#### **a) Publicity**

Notice advising of public consultation on the Draft Plan was placed in the Meath Chronicle, Irish Independent and Drogheda Independent. The notice provided details of where the Draft Plan was available for inspection and directed the public to a dedicated online Consultation Portal. Details of the duration of the formal consultation period was also set out. Details of consultations were also advertised on all Council social media platforms.

The Draft Plan was made available in all public libraries, municipal district offices and on the dedicated Development Plan review webpage, and forwarded to all Elected Members, prescribed bodies, stakeholder groups and the Public Participation Network (PPN) groups within the County.

#### **b) Public Information Sessions**

A number of 'Public Information Drop-In Sessions' were held during the pre-draft consultation period, in each municipal district to which all members of the public and other interested groups were invited.

#### **c) Online and Social Media**

A dedicated webpage <http://countydevelopmentplanreview.meath.ie/> and a specific Public Consultation Portal <https://consult.meath.ie/> were employed to keep members of the public up to date with the process of the preparation of the Development Plan. All submissions received were published online for public viewing.

Regular notifications relating to the Plan review were issued through the Council's social media feeds. In accordance with Section 12(4) of the Planning and Development Act 2000, (as amended), the Chief Executive prepared a report listing the submissions, summarising the issues and giving recommendations. This report issued to the Elected Members for their consideration on 13 August 2020. Under Section 12(5) of the Planning and Development Act 2000, (as amended), the members considered the Draft Plan and the Chief Executive's Report on submissions received and resolved, following a series of Special Meetings held between November 2020 and March 2021, to accept the Draft Meath County Development Plan subject to a number of proposed Material Amendments.

#### **Consultation Process on the Material Amendments to the Draft Plan**

Consultation on the Proposed Material Amendments to the Draft Meath County Development Plan 2021- 2027 together with associated Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) Determinations and Reports was carried out for a period of 4 weeks from 31 May 2021 to 29 June 2021 inclusive.

The key elements of the consultation programme are set out below:

- Notices of the Proposed Material Amendments to the Meath County Development Plan 2021-2027 were published in the Meath Chronicle, Irish Independent and Drogheda Independent. The notices included information on how to make a submission on the Proposed Material Amendments and associated Environmental Reports and Determinations together with information on their display.
- Notices of the Proposed Material Amendments together with information on public consultation issued to the prescribed bodies.
- The Draft Material Amendments and associated Environmental Reports and Determinations were put on public display in Buvinda House, each Municipal District Office and all libraries. All relevant websites and social media platforms included details of the consultation on the Proposed Material Amendments including information on how to make a submission by post or via the online Consultation Portal. Regular updates and reminders were issued.

308 submissions were received during the Proposed Material Amendments consultation period. Under the Planning and Development Act 2000, (as amended), the final (third) phase of public consultation is solely limited to the Proposed Material Amendments to the Draft Plan. An index of all the persons/bodies that made submissions or observations during the prescribed consultation period is provided in Volume 1.

#### **1.4 Consideration of Amendments and Making of the Development Plan**

In accordance with Section 12(9) of the Planning & Development Act 2000 (as amended), the members of the Planning Authority are required to consider the material amendments to the Draft Plan and the Chief Executive's Report not later than six weeks of receiving the report. Having considered the Chief Executive's Report, the members can make the plan with or without the proposed amendments, except where they decide to accept the amendments subject to a further modification of a minor nature.

##### **A further modification to a Material Amendment**

- a. May be made where it is minor in nature and therefore not likely to have significant effects on the environment or adversely affect the integrity of a European Site,
- b. shall not be made where it relates to:
  - an increase in the area of land zoned for any purpose
  - an addition to or deletion from the Record of Protected Structures.

In accordance with Section 12 (11) of the Planning & Development Act 2000 (as amended), in making the development plan, the members are restricted to considering the proper planning and sustainable development of the area to which the development plan relates, the statutory obligations of any local authority in the area and any relevant policies or objectives for the time being of the Government or any Minister of the Government.

#### **1.5 Approach to Consideration of Submissions**

Following the uploading of all submissions to the online consultation portal, each submission was read first to allocate the issues raised to the appropriate Proposed Material Amendment of the Draft Development Plan. The Index of Submissions contained in Volume 1 identifies each submission by unique submission number, name, proposed amendment numbers to which it related, volume and page number where it is contained in the report.

Please refer to the template document on the next page which gives guidance on how each submission has been dealt with.

## Template explanatory notes

Template Guidance	
<b>Amendment No:</b>	This is the proposed Material Amendment No.
<b>Submission/ NOM/ (FTF) NOM Numbers:</b>	If there was a previous submission OR a Notice of Motion by Members of the Council, these will be stated here.
<b>Chapter/Section:</b>	The relevant section of the plan or policy or objective that is referred to is listed here.
<b>Proposed Material Amendment:</b>	
This section states the relevant material amendment which was placed on public display	
<b>Submissions Received</b>	The section lists relevant submission numbers which relate specifically to the proposed material amendment.
<b>Summary of Submission</b>	
This section provides a summary of the submission.	
<b>Chief Executive Response</b>	
This section outlines the Chief Executive’s Response to the issues raised in the submissions received.	
<b>Chief Executive Recommendation</b>	
<p>This section outlines the recommendation of the Chief Executive in response to the issues raised in the relevant submissions received i.e.;</p> <ul style="list-style-type: none"> <li>• It is recommended that the Plan be made <b><u>with</u></b> the proposed material amendment as displayed;</li> <li>• It is recommended that the Plan be made <b><u>without</u></b> the proposed material amendment as displayed; or</li> <li>• It is recommended that the Plan be made <b><u>with</u></b> the proposed material amendment as displayed, <b><u>subject to minor modification;</u></b></li> </ul>	



## 1.6 Conclusion

In accordance with Section 12(10) of the Planning and Development Acts 2000 as amended, the Members, having considered the Chief Executive's Report, shall, by resolution, make the plan with or without the proposed amendments, except where a decision is made to accept the amendment subject to any modifications of a minor nature.

The Meath County Development Plan 2021-2027 will have effect 6 weeks from the day that it is made.

A handwritten signature in black ink that reads "Jackie Maguire." The signature is written in a cursive style with a large, looped 'G' at the end.

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Jackie Maguire  
Chief Executive

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## KEY SUBMISSIONS

<b>Submission No.:</b>	<b>MH-C52-293</b>
<b>Submitted By:</b>	Office of the Planning Regulator
<b>Submission Themes/Chapters:</b>	Chapter 2, Chapter 5, Chapter 6, Chapter 9 and Volume 2,
<b>Summary of submission</b>	
<p><u>Introduction</u></p> <p>There are numerous issues raised within this submission relating to multiple chapters. The Office of the Planning Regulator (OPR) commends the work of Meath County Council to maintain the progress of the plan-making process in the face of considerable restrictions resulting from public health advice.</p> <p>As part of the introduction, it is outlined that the OPR considers the Draft Plan to be generally consistent with policies in the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Regional Assembly area. The office acknowledges that the majority of issues raised in the Draft Submission have been addressed and specifically welcomes alterations to Section 5.7 ‘Sustainable Transport’ and to Section 2.5 of the Core Strategy.</p> <p>In the introduction, reference is made to the Ministerial letter to local authorities of 18/12/20 relating to Structural Housing Demand in Ireland and Housing Supply Targets. It is also noted as part of the Section 28 Guidelines entitled: Housing Supply Target Methodology for Development Planning, that it is necessary to integrate these guidelines into the Draft Plan. However, the OPR acknowledges that the two legislative amendments have resulted in delays to the plan making process and it being very difficult to now integrate these S28 Guidelines into the Draft Plan at this stage of the review process. The OPR has noted that as the Core Strategy in the Draft Plan is in excess of the figures outlined in the Minister’s Guidelines, it is a matter for Meath County Council to determine how the County Development Plan will be brought into alignment with the Minister’s Guidelines in respect of the Housing Supply Targets, over its statutory life.</p> <p>The OPR is of the view that a number of material alterations to the Draft Plan, if adopted in their current form, would have the potential to lead to substantial breaches of strategic planning policies of the Minister and that such material alterations should therefore not be made or further modified in line with the Planning and Development Act 2000, as amended.</p> <p>The observations and recommendations relating to these matters can be</p>	

summarised as follows:

1. **MA Recommendation 1 – Tiered Approach to Zoning:** It is requested that arising from the planning authority’s response to Recommendation 11 of the OPR submission on the Draft Plan, Meath County Council is required to insert an objective in the plan committing to the preparation of detailed infrastructure assessments, consistent with the methodology for a Tiered Approach to Zoning under Appendix 3 of the NPF, to inform the development strategy under the Local Area Plans and Joint Urban area Plans (UAPs) for settlements in the county.
2. **MA Recommendation 2 – Rezoning of lands in Settlements:** Meath County Council is required to omit the following proposed material alterations to the land use zoning objectives included in Volume 2 Meath Settlement Zonings: Ashbourne MA 08, Athboy MA 03, Clonard MA 01, East Meath MA 05, East Meath MA 06, East Meath MA 11, Moynalty MA 01, Navan MA 05, Navan MA 07, Slane MA 04, Summerhill MA 2, and Trim MA 06.
  - a. Proposed Ashbourne Amendment No. 8: Meath County Council is required to omit the proposed material alteration to the land use zoning objective. It is noted that this is a peripheral site adjacent to the M2. It is inconsistent with NPO 3c and RPO 3.2 for compact growth and is not required to meet the core strategy population target for Ashbourne.
  - b. Proposed Athboy Amendment No. 3: Meath County Council is required to omit the proposed material alteration to the land use zoning objective. It is submitted that these lands are detached from the settlement and will not contribute to compact growth. The lands are also adjacent to the River Boyne and Blackwater SPA. The site is within flood risk zone and would therefore be required to pass the plan-making Justification Test before it is zoned for vulnerable uses.
  - c. Proposed Clonard Amendment No. 1: Meath County Council is required to omit the proposed material alteration to the land use zoning objective. It is noted that the relatively extensive change from minor commercial / town or village centre B1 and Rural Area RA to community G1, open space F1 and new residential A2 on the periphery. The additional area is not proportional to the size of the village and the location of A2 land is peripheral and inconsistent with NPO 3c and RPO 3.2 for compact growth.
  - d. Proposed Bettystown/Laytown/Mornington/ Donacarney Amendment No. 5: Meath County Council is required to omit the proposed material alteration to the land use zoning objective. It is outlined that the site is within flood zone A. The land use zoning objective D1 allows for a range of uses that are highly vulnerable to flood risk, including B&B/Guesthouse, Caravan park, Children Play etc.

- e. Proposed Bettystown/Laytown/Mornington/ Donacarney Amendment No. 6: Meath County Council is required to omit the proposed material alteration to the land use zoning objective. It is outlined that the site is within flood zone A and would therefore be required to pass the plan-making Justification Test before it is zoned for vulnerable uses. The site is adjacent the Boyne Estuary SPA and almost adjacent the Boyne Coast and Estuary SAC and the SEA notes likely significant effects on environment and surface water / flooding.
- f. Proposed Bettystown/Laytown/Mornington/ Donacarney Amendment No. 11: Meath County Council is required to omit the proposed material alteration to the land use zoning objective. It is outlined that the site is located in flood risk zone A, which may be exacerbated by climate change and would therefore be required to pass the plan-making Justification Test before it is zoned for vulnerable uses.
- g. Proposed Moynalty Amendment No. 1: Meath County Council is required to omit the proposed material alteration to the land use zoning objective. It is outlined that the site is located at a distance from the village. This is considered contrary to policy objectives for compact growth NPO 3a and RPO 3.2, and to NPO 18a and RPO 4.83 to ensure the proportionate growth and consolidate of rural towns and villages.
- h. Proposed Navan Amendment No. 5: Meath County Council is required to omit the proposed material alteration to the land use zoning objective. It is outlined that the location is inconsistent with NPO 3c and RPO 3.2 for compact growth and is peripheral development and backland development.
- i. Proposed Navan Amendment No. 7: Meath County Council is required to omit the proposed material alteration to the land use zoning objective. It is noted that the site is within the flood risk zone and would therefore be required to pass the plan-making Justification Test before it is zoned for vulnerable uses.
- j. Proposed Slane Amendment No. 4: Meath County Council is required to omit the proposed material alteration to the land use zoning objective. It is noted that the site is adjacent to and may encroach on the SPA/SAC boundary. The site is also partly within a flood risk zone and would therefore be required to pass the plan-making Justification Test before it is zoned for vulnerable uses, including for tourism.
- k. Proposed Summerhill Amendment No. 2: Meath County Council is required to omit the proposed material alteration to the land use zoning objective. It is noted that the site is partly within the flood risk zone and would therefore be required to pass the plan-making Justification Test before it is zoned for vulnerable uses.
- l. Proposed Trim Amendment No. 6: Meath County Council is required to omit the proposed material alteration to the land use zoning objective. It is outlined that the proposal is contrary to objectives NPO 3a and RPO 3.2 for compact growth.

3. **MA Recommendation 3 – Rural Housing:** Meath County Council is required to consider what steps it can take at this stage of the process of finalising the development plan to ensure that the written statement of the plan and maps relating to rural settlement policies, are based on appropriate current and relevant evidential and statistical underpinnings as required under the relevant section 28 guidelines.

In particular, Meath County Council must satisfy itself that the rural area types under the proposed material alteration can be based on a relevant evidence base as required under the Sustainable Rural Housing Guidelines (2005), and under NPO 20 and NPO 36 of the NPF, and by the RSES.

Where Meath County Council cannot satisfy itself that the subject material alterations reflect the up to date data, mapping and policy basis, the planning authority should reconsider the material alterations and revert to the original draft plan concerning same.

4. **MA Recommendation 4 – Flood Risk Management:** The Planning Authorities and Flood Risk Management Guidelines (2009), as revised by Circular PL 2/2014, provide that where a planning authority is considering (in the plan) the future development (for vulnerable development) of areas at a high or moderate risk of flooding, that would generally be inappropriate under the sequential approach (section 3.2), the planning authority must be satisfied that it can clearly demonstrate on a solid evidence base that the zoning or designation for development will satisfy the Justification Test for the plan making stage (Box 4.1).

The planning authority is required to review the Strategic Flood Risk Assessment, in consultation with the OPW, to ensure consistency with the Flood Risk Planning Authorities and Flood Risk Management Guidelines (2009), as revised. The land use zoning objectives under the Draft Plan, including the proposed material alterations, are also required to be reviewed and amended, as appropriate, having regard to the revised SFRA, and in accordance with the application of the sequential approach, and the Justification Test where appropriate, and having regard to potential climate change effects.

This review may entail:

- the deletion of proposed material alterations within flood risk zones;
- the inclusion of necessary alterations to relevant zonings proposed in the original draft plan within flood risk zones to ensure consistency with the guidelines.

5. **MA Observation 1 - Strategic Road Network:** Meath County Council is requested to engage with TII with a view to amending or omitting the



proposed objective MOV OBJ 4.3 to ensure it meets the requirements of the Spatial Planning and National Roads Guidelines for Planning Authorities (2012) that the strategic traffic function of the M1 is protected.

6. **MA Recommendation 5 – Proposed alteration 02 Dunshaughlin:** Meath County Council is required to omit proposed material alteration 02 Dunshaughlin as inconsistent with the requirement for an evidence-based approach and inconsistent with section 2.7 of the Spatial Planning and National Roads Guidelines for Planning Authorities (2012).

#### **Other Matters**

7. It is noted that as per the Chief Executive’s Response to Recommendation 13 of the OPR submission at the Draft Plan stage, the OPR would encourage Meath County Council to ensure the objectives of the neighbouring planning authorities, in particular those relating to land use zoning objectives, are included in the land use zoning maps for the development plan on adoption.
8. In relation to the proposal to prepare 38 no. masterplans, the OPR reminds Meath County Council of the importance of ensuring engagement and consultation of stakeholders as part of the plan-making process for statutory plans, including TII (a requirement under the Spatial Planning and National Roads Guidelines for Planning Authorities [2012]). The OPR also highlights the potential implications under the Habitats Directive concerning Appropriate Assessment, in particular, for plans where such plans determine the spatial development of land.
9. In relation to chapter 11.1, the OPR suggests that compliance with the density standards set out under the Sustainable Residential Development in Urban Areas (Cities, Towns and Villages) Guidelines for Planning Authorities (2009), which is a requirement to apply under SPPR 1 of the Urban Development and Building Heights Guidelines (2018), as clarified by Circular NRUP 02-2021, could be more readily achieved through the replacement of the detailed requirements in DM OBJ 14, with requirement for compliance with the aforementioned guidelines.

Regarding the proposal to prepare 38 masterplans, with objectives included for same under volume 2 of the Draft Plan. The Office would remind the planning authority of the importance of ensuring engagement and consultation of stakeholders as part of the plan-making process for statutory plans, including TII (a requirement under the Spatial Planning and National Roads Guidelines for Planning Authorities (2012)). The Office would also highlight the potential implications under the Habitats Directive concerning Appropriate Assessment, in particular, for plans where such plans determine the spatial development of land.

10. The submission also notes support for Proposed Amendment Chapter 2.2 as part of the subject submission. The submission notes this includes revising the location of Ballivor and Logwood as part of the overall settlement strategy.

### **Chief Executive Response**

This submission from the OPR is welcome and Meath County Council particularly appreciates the acknowledgement of the work undertaken by both the Executive and the Elected Members in ensuring that the plan making process has progressed despite the on-going restrictions related to public health advice.

The statement that the Draft Plan is considered to be consistent with the policies in the NPF and the RSES for the Eastern and Midland Regional Assembly area, is welcomed. The integration of recommendations, observations and comments by the OPR into consideration of all submissions on the Draft Plan was an important part of preparing the proposed amendments.

In reference to the Minister's letter relating to Housing Supply Targets, this has been reviewed and considered by Meath County Council. Due to its publication date of 18 December 2020 and the fact that Members of Meath County Council had already agreed submissions and amendments to Chapters 2 and 3 of the Draft Plan at that time, it was not feasible or possible to revisit population and housing targets and subsequently integrate new targets into the Draft Plan by way of material alterations. Nonetheless, Meath County Council is fully committed to integrating these new targets, as well as other ministerial guidance relating to tiered zoning and Housing Need Demand Assessments into the Draft Plan during its lifetime. It is intended that this will be undertaken as part of a variation(s) to the adopted Meath County Development Plan 2021-2027 as per Section 13 of the Planning and Development Act 2000, as amended.

As outlined in the summary above, it is noted that the OPR has concerns relating to some of the material alterations to the Draft Plan, Each of these recommendations and observations outlined in the OPR's submission are addressed in detail below.

#### **1. MA Recommendation 1 – Tiered Approach to Zoning:**

In relation to the tiered zoning approach, Meath County Council addressed this matter in the Chief Executive Report response to the submission of the OPR (MH-C5-816) on the Draft Plan. Meath County Council is fully committed to implementing national/regional planning policy, legislation and ministerial guidelines in local planning policy. As noted in the submission from the OPR, the Development Plan process and the legislative delays to the preparation of this plan have made it difficult to implement new policy or guidelines that have been adopted during the plan preparation process. Meath County Council welcomes these comments.

To demonstrate the commitment of the Local Authority to implementing the above planning policies and guidelines, it is recommended that modifications are made to Proposed Amendment Chapter 2.12 and Proposed Amendment Chapter 3.7 in line with the request of the OPR.

**2. MA Recommendation 2 – Rezoning of lands in Settlements:**

- a. Proposed Ashbourne Amendment No. 8: The submission outlined that the proposed zoning is inconsistent with the provisions of the RSES for the Eastern and Midland Regional Assembly Area (RPO 3.2) as well as being inconsistent with the provisions of the NPF (NPO 3c). Both of these objectives seek to promote compact growth and the subject site is noted as being peripheral as well as being located adjacent to the M2 motorway. It is also noted that the site zoned A2 in the Draft Plan which is subject to this amendment is sequentially preferable. Consequently it is recommended that the Proposed Amendment is not adopted.
- b. Proposed Athboy Amendment No. 3: The submission outlined that the proposed zoning is inconsistent with the provisions of the RSES for the Eastern and Midland Regional Assembly Area (RPO 3.2) as well as being inconsistent with the provisions of the NPF (NPO 3c). Both of these objectives seek to promote compact growth. Consequently, it is recommended that the Proposed Amendment is not adopted.
- c. Proposed Clonard Amendment No. 1: The submission outlined that the proposed zoning is inconsistent with the provisions of the RSES for the Eastern and Midland Regional Assembly Area (RPO 3.2) as well as being inconsistent with the provisions of the NPF (NPO 3c). Both of these objectives seek to promote compact growth. It is also considered that the extent of the proposed zoning is excessive and inconsistent with the designation of Clonard as a village. Consequently, it is recommended that the Proposed Amendment is not adopted.
- d. Proposed Bettystown/Laytown/Mornington/ Donacarney Amendment No. 5: The submission outlined that the proposed zoning is inappropriate given that the site is designated as being within Flood Zone A. The range of uses permissible on the proposed zoning would largely consist of vulnerable uses and as such the proposed zoning cannot be adopted without a justification test. Furthermore the SEA assessment has considered that there is likely to be significant negative environmental effects on the adjoining SAC and SPA. Consequently, it is recommended that the Proposed Amendment is not adopted.
- e. Proposed Bettystown/Laytown/Mornington/ Donacarney Amendment No. 6: The submission outlined that the proposed zoning is inappropriate

given that the site is designated as being within Flood Zone A. In this regard, the proposed zoning cannot be adopted without a justification test. Furthermore the SEA assessment has considered that there is likely to be significant negative environmental effects on the adjoining SAC and SPA. Consequently it is recommended that the Proposed Amendment is not adopted.

- f. Proposed Bettystown/Laytown/Mornington/ Donacarney Amendment No. 11: In the current East Meath Local Area Plan 2014-2020, the lands are zoned for A2 New Residential purposes. In the Draft Plan the lands were zoned for F1 Open Space as a detailed Site Specific Flood Risk Assessment (SSFRA) had not been carried out for the subject site. Since the publication of the Draft Plan, a planning application for 62 dwelling units has been decided (LB/191720) and planning permission granted which included a detailed SSFRA and Justification Test at the Development Management stage. On the basis of this grant of permission and the SSFRA, it was considered appropriate that the lands could be zoned as per the existing plan (A2 New Residential). However, based on the recommendation of the OPR, it is recommended that the Proposed Amendment is not adopted.
- g. Proposed Moynalty Amendment No. 1: The submission from the OPR considered that the proposed zoning is inconsistent with the provisions of the RSES for the Eastern and Midland Regional Assembly Area (RPO 3.2 & RPO 4.83) as well as being inconsistent with the provisions of the NPF (NPO 3c & NPO 18a). Both of these objectives seek to promote compact growth as well as the appropriate development of rural towns and villages. Consequently, it is recommended that the Proposed Amendment is not adopted.
- h. Proposed Navan Amendment No. 5: The submission outlined that the proposed zoning is inconsistent with the provisions of the RSES for the Eastern and Midland Regional Assembly Area (RPO 3.2) as well as being inconsistent with the provisions of the NPF (NPO 3c). These objectives seek to promote compact growth. Furthermore, the site is considered peripheral as well as being a backland site. Consequently, it is recommended that the Proposed Amendment is not adopted.
- i. Proposed Navan Amendment No. 7: The submission outlined that the proposed zoning is inappropriate due to the site being identified as being within a flood risk zone. As such, for the zoning of the lands to be changed from C1 to A1, it is necessary for the site to pass a plan making justification test. Consequently, it is recommended that the Proposed Amendment is not adopted.
- j. Proposed Slane Amendment No. 4: The submission outlined that the proposed zoning is inappropriate due to the site encroaching on the

boundary of an SAC/SPA as well as the site being located in a flood risk area. The SEA Consultant also noted that there is the potential for negative environmental effects if the subject lands are zoned and therefore recommended that we retain the Draft Plan zoning. Consequently, it is recommended that the Proposed Amendment is not adopted.

- k. Proposed Summerhill Amendment No. 2: The submission outlined that the proposed zoning is inappropriate as the site is partly within the flood risk zone and would therefore be required to pass the plan-making Justification Test before it is zoned for vulnerable uses. Consequently, it is recommended that the Proposed Amendment is not adopted.
- l. Proposed Trim Amendment No. 6: The submission outlined that the proposed zoning is inconsistent with the provisions of the RSES for the Eastern and Midland Regional Assembly Area (RPO 3.2) as well as being inconsistent with the provisions of the NPF (NPO 3c). These objectives seek to promote compact growth. Consequently, it is recommended that the Proposed Amendment is not adopted.

### **3. MA Recommendation 3 – Rural Housing:**

The Executive of MCC is broadly in agreement with the OPR regarding the need to update rural housing policy and recognises that the amended policy approach for rural housing proposed in the material amendments (the existing Rural Housing Policy which was inserted into the Draft Plan as a result of material amendment 9.1) is predicated upon an outdated policy context and does not have regard to current evidential supports, such as population, commuting and development trends as required under the Sustainable Rural Housing Guidelines (2005), NPO 20 and NPO 36 of the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES).

As highlighted in Chapter 9 of the Draft Development Plan, Meath has experienced significant pressure to accommodate rural housing which has resulted in the open rural character of many areas being eroded by piecemeal one off housing development. The Rural Housing Policy prescribed in the Meath CDP 2013-2019 is not compliant with National and Regional Planning Guidance and the continuation of such a rural settlement policy approach and associated current levels of rural housing will result in irreversible damage to the rural environment.

Therefore, the Executive of MCC recognises the necessity to carefully manage future rural housing development in County Meath. The provision of more sustainable housing options for rural communities is facilitated in the Draft Plan and promotes building up the capacity of rural villages and rural nodes to accommodate the future house needs of rural dwellers not engaged in agriculture or rural economic enterprises, which will sustain their futures. The continuation of the existing policy approach as proposed in the amendments is a regressive

step, allows for continued uncontrolled development in the countryside at the expense of small towns and villages, detrimental to the future development of rural Meath.

In developing the Draft Rural Housing Policy a detailed analysis of population densities, population change, commuting patterns, was undertaken and it is clear that there are 2 distinct rural categories in Co. Meath. These are as follows:

- Rural Housing Category 1: Rural Areas Under Strong Urban Influence
- Rural Housing Category 2: Strong Rural Areas.

The Rural Development Pressure Map (published as part of the proposed material amendments) was originally drafted in 2007 and is therefore out of date and does not reflect existing development patterns, population growth and commuting patterns. This Development Pressure Map and associated Rural Housing Policy (i.e. 2013-2019 policy) also includes a 3rd rural category area 'Low Development Pressure Areas' primarily located to the north, north west and southwest of the County but also includes areas south and south west of Navan and south of the County along the County boundary with Kildare. The key challenge for this area (as outlined in the 2013-2019 policy) was to arrest population and economic decline. It is stated that *'this area is characterised by the lowest average population densities..... has the weakest urban structure within the county and the rural housing policy applicable should reflect same.'* The inclusion of this Rural Category (which also omits the requirement for an occupancy clause) is not reflective of the existing status quo and contrary to the evidence-based approach with informed the overall development strategy in the Draft Development Plan.

The OPR highlights an anomaly in the proposed amended rural housing policy whereby the policy requirements on rural housing are more restrictive within rural nodes than in rural Meath. The Executive of MCC recognises this concern and notes that the policy disincentivises development in rural nodes and villages, which will in turn negatively impact upon their viability and ability to support local services and infrastructure.

The concern raised by the OPR in relation to the omission of Rural Policies to support the re generation of rural towns and villages is also shared by the Executive of Meath County Council. The Draft Plan supports the development of new homes in small towns and villages as an alternative to urban generated rural housing in the open countryside. The omission of RUR OBJ 7 to drive the regeneration of rural towns and villages and RUR OBJ 13 'to support the development of 'New Homes in Small towns and Villages' through the provision of serviced sites, which are consistent with NPO 18b and RPO 4.78.9 will negatively impact the development of rural towns and villages throughout the County. The absence of such a supportive policy, coupled with continued high levels of single rural houses in the countryside, will significantly contribute to the continuing decline of rural villages and nodes and create significant sustainability

challenges.

Another relevant consideration is the SEA Assessment of the proposed material amendments which recommended the removal of the proposed amendment and retention of the Rural Development Strategy as set out in the Draft Development Plan. In the SEA Report it is stated that the amended rural housing policy *'would lead to non-sustainable development and negative environmental impacts through:*

- *creation of demands for the subsequent provision of public infrastructure on a dispersed pattern (i.e. roads and services);*
- *higher energy consumption and transportation costs arising from increased car based commuting;*
- *over concentration of septic tanks in areas leading to potential ground water issues;*
- *potential contamination of local water supplies and a reduction in water quality;*
- *potential erosion of landscape character, and depletion of high-quality landscapes; and harmful effects on the tourism sector;*
- *loss of agricultural land; and*
- *loss or negation of investment in small towns and rural settlements, leading to dereliction and vacancy;*

*Therefore, the amendment would lead to negative environmental impacts across environmental factors, including biodiversity, land and soils, water, climate / climate change, material assets and transport, heritage and landscape.'*

#### Recommended Policy Approach

As referred to in the submission by the OPR, considerable debate and discussions on Rural Housing took place between the Executive and the Elected Members of MCC. Over the course of these discussions in workshops held in November/December 2020 as part of the consideration of the CE Report on Draft Plan and submissions, 4 potential rural housing policy approaches were developed and put forward by the Executive which had regard to the concerns raised by the Elected Members and members of the public, whilst also ensuring compliance with the requirements of the NPF and RSES and fully substantiated by an evidence-based approach. This also included a thorough re-examination of the Rural Development Pressure Maps and the background data which formed the basis of these maps.

## Rural Housing Policy Options

Option 1 (Members Recommendation)	Option 2 (Executive Recommendation)	Option 3 (Members Recommendation)	Option 4 (Executive Recommendation)
Current Plan Policy 2013-2019	Draft Plan Policy	Draft Plan Policy – nodes removed	Draft Plan Policy-amended
3 Rural Pressure Areas	2 Rural Pressure Areas	2 Rural Pressure Areas	2 Rural Pressure Areas ( <b>Extended Strong Rural Area</b> )
No family landholding requirement	<b>25 acres</b> (Rural Area Under Strong Urban Influence)	<b>10 acres</b> (Rural Area Under Strong Urban Influence)	<b>15 acres</b> (Rural Area Under Strong Urban Influence)
Reside in Rural Area for substantial period	Reside in Rural Area for 10 years	Reside in Rural Area for 10 years	Reside in Rural Area for 10 years
<b>Graigs</b>	<b>Rural Nodes</b>	<b>Rural Nodes</b>	<b>Rural Nodes</b>
52	50	50 nodes removed	50
✗	✓	?	✓

As identified in the summary options table, Option 1 was not considered appropriate for reasons outlined above. Of the 3 remaining Rural Housing options identified, the Executive considered that Option 4 offered a sustainable rural housing policy which is evidence based and strikes a balance between addressing the needs of rural communities, concerns raised by the Elected Members, while also complying with National and Regional policy requirements.

Having regard to the assessment above, and cognisant of the issues raised by the OPR, the position of the Executive remains unchanged and it is considered appropriate that applications for rural dwellings should therefore be considered, having regard to the local housing need requirements set out in Option 4 and where it is demonstrated that the development would not prejudice the environment and the rural character of the area.<sup>1</sup>

Option 4 provides the following key elements (refer also to Option 4 Table \*below):

- 2 distinct Rural Pressure Areas i.e. 1. Strong Rural Areas and Rural Area Under Strong Urban influence substantiated by an evidence-based approach. Please refer to ([Amended Map no. 9.1 Rural Development Pressure Map](#)) which illustrates the amended Rural Development Pressure Map.
- In terms of Local Need, in Strong Rural Areas there is a requirement to have resided in the Rural Area for 10 years and where no land is available

<sup>1</sup> Please note the guidance above relates to the Local Needs Policy only and technical issues including inter alia site suitability, design, landholding capacity and environmental considerations are also key considerations in the assessment of planning applications for one off housing in the Rural Area.



in the family ownership, a site within 5km of the original family home may be considered.

- In Rural Area Under Strong Urban influence there is a requirement to have land (min 15acres ) in family ownership.

The Executive of MCC is aware of the concerns expressed by many of the Elected members of MCC in relation to the requirement to have lands in family ownership, in Rural Areas Under Strong Urban Influence. In the absence of national guidance in the form of revised rural housing guidelines the issue of site acreage and land ownership will be given further consideration by the Executive of MCC.

### Option 4 – Local Needs Policy

Rural Area	Involved in the family farm	Social/ Intrinsic Links	Rural Related Employment	Exceptional Health Circumstances	Returning emigrants	Unavoidable financial circumstances
<b>Rural Area Under Strong Urban Influence</b> (Reduced in area)	✓	✓ (on family owned lands –holdings in excess of (15acres)	✓	✓	✓ (on family owned lands – holdings in excess of (15acres)	x
<b>Strong Rural Area</b> (Extended in area)	✓	✓ (within 5km )	✓	✓	✓	x
<b>Rural Node</b>	✓	✓	✓	✓	✓	✓

**Option 4 Summary** - Strong Rural Area extended, landholding requirement reduced to 15 acres, nodes retained



The preferred policy approach (Option 4) also provides for the retention of the Rural Nodes and taken in conjunction with the policies for villages (including proposed material amendment no. 3.6 which promotes serviced sites within existing zoned residential land or on lands immediately adjoining the development boundary of Tier 5 and Tier 6 towns/villages in accordance with Objective 18b of the NPF) provides a comprehensive and sustainable development strategy for Rural Meath with various housing options to meet the needs of rural communities and rural dwellers. Any proposed variation to the criteria of option 4, will require further assessment of rural nodes and their relevance or need in a future sustainable rural housing strategy.

#### 4. MA Recommendation 4 – Flood Risk Management:

Please refer to the response to the Office of Public Works submission (MH-C52-21). There are significant overlaps between the OPR and OPW submissions relating to flood risk management. The Draft Development Plan and all

subsequent material amendments have been screened and assessed by external Flood Consultants working on behalf of MCC in order to establish potential flood risk areas, advise on compatible land use objectives and to ensure compliance with S28 Guidance on Flood Risk Management.

**5. MA Observation 1 - Strategic Road Network:**

Meath County Council is aware of TII's concerns with respect to the upgrade of Junction 7 of the M1, which were set out in their views expressed as part of a planning application to An Bord Pleanála (PL. 17.237144) relating to the construction of the North South Distributer Road linking Gormanston Road with the M1 Interchange. As noted in our previous response to TII's concerns, Meath County Council will facilitate the protection of all National Routes from frontage access and will minimise the number of junctions in accordance with Transport Infrastructure Ireland's Policy and the Department of Housing, Planning Community and Local Government's 'Spatial Planning and National Roads Guidelines for Planning Authorities' (2012).

However, it is the considered and informed view of the Council that the vehicular access to/from Stamullen via City North Business Campus to the M1 interchange will not adversely affect the M1 Motorway Network and is a very much needed and necessary network improvement to the circuitous route currently in place for users of public roads around City North and Stamullen. The Council notes that the decision to refuse north-south distributor road and the east-west distributor road by An Bord Pleanála in 2011 was based on the absence of a strategic justification for the distributor road. The Board also considered that the distributor roads proposed, would have strategic implications beyond the scope of considerations addressed in the Stamullen Framework Plan. Meath County Council believes that the reasons for refusal could be rectified in a subsequent application to reflect the strategic justification for this road while comprehensively assessing any potential impacts on the M1 motorway. Accordingly, Meath County Council will continue to engage with TII when further feasibility and justification for this project are advanced in order to address the concerns of TII through appropriate transport modelling and assessments.

**6. MA Recommendation 5 – Proposed Alteration 02 Dunshaughlin:**

The OPR states that the planning authority is required to omit proposed material alteration 02 Dunshaughlin as there is a requirement for an evidence based approach for such service stations and the proposed zoning and proposal is inconsistent with section 2.7 of the Spatial Planning and National Roads Guidelines for Planning Authorities (2012).

It is the view of Chief Executive that 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 (SES) 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 sufficient, sequential and appropriately located 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 Motorway Service Area on the subject lands, it is considered that the proposed site under this amendment 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.

The SEA Report also highlights likely significant negative environmental effects on strategic road infrastructure as a result of poor access, and on surface water / flooding and recommends that the amendment is not accepted. The OPW and Flood consultant Reports also identify that a portion of the site is located within flood Zone A which is not suitable for development.

A submission received from the TII states that they would not support the proposed zoning amendment as currently displayed as there appears to be other lands more favourably located to consolidate the growth of Dunshaughlin and achieve compact growth in accordance with Government policy and that do not have the potential to adversely impact the national road network at variance with the Spatial Planning and National Roads Guidelines for Planning Authorities.

Consequently, it is recommended that the Proposed Amendment is not adopted.

#### **Response to other matters**

7. As per the response to Recommendation 13 of the of the Chief Executive's Report on the Draft Plan, it is considered appropriate that the zonings of the adjoining authorities are included as part of the adoption of the new Development Plan. The zonings of the adjoining planning authorities were not included as part of the material amendments because they were not considered as such and were therefore defined as 'non material amendments'. All non-material amendments will be adopted as part of the consideration of this CE Report (see Volume 3 for all non-material amendments).

8. As part of the preparation of any plan, Meath County Council engages with statutory consultees, particularly with regard to the provision of essential

infrastructure. In this regard, Meath County Council will engage with the appropriate statutory consultees whenever necessary. Meath County Council is also committed to ensuring that all plans and developments are compliant with the requirements of the Habitats Directive as well as any other relevant environmental directive or legislation relating to the management of land. Each of these masterplans will be considered in terms of environmental assessments but it should also be noted that each of these sites will also be subject to appropriate assessments as well as considerations as to the need for environmental impact assessments.

9. With regard to the approach to densities, it is noted that as part of the Material Amendments document, Proposed Amendment Chapter 3.8 introduces a new objective as part of Section 3.8.10. This new objective will ensure compliance with the aforementioned guidance. Furthermore, DM POL 4 as well as Section 11.5.3 of the revised Development Management Chapter (Chapter 11), have noted the need to demonstrate compliance with the Ministerial Guidance. The densities outlined as part of DM OBJ 14 are densities that are encouraged and which are broadly in compliance with Sustainable Residential Development in Urban Areas (Cities, Towns and Villages) Guidelines for Planning Authorities (2009), which is a requirement to apply under SPPR 1 of the Urban Development and Building Heights Guidelines (2018), as clarified by Circular NRUP 02-2021,. Subject to the above amendments being made to the Draft Plan, it is not considered necessary to include any further alterations.

In relation to the comments relating to the 38 no. masterplans to be prepared in Meath, please refer to the response to item No. 8 of the response to Transport Infrastructure Ireland (MH-C52-38).

10. It is considered that the inclusion of Ballivor and Longwood as small towns in line with Section 10(2A)(f)(vi) of the Planning and Development Act 2000, as amended, is appropriate. It is also considered that the appropriate designation of Duleek is consistent with the proposed planning and sustainable development of the area. This matter is also relevant to Proposed Amendment Chapter 2.3 as the above changes are reflected in Map 2.3 of the Draft Plan.

### Chief Executive Recommendation

#### 1. MA Recommendation 1 – Tiered Approach to Zoning

##### Proposed Amendment Chapter 2.12 – Modification:

Amend the following objectives in Section 2.14.2 ‘Core Strategy and SEA/AA Objectives’:

CS OBJ 10

To prepare, **as a priority**, a Joint Vision and Urban Area Plan for Drogheda in

partnership with Louth County Council within the lifetime of this Plan in accordance with the requirements of Regional Policy Objective 4.8 of the RSES for the Eastern and Midland Region and the recommendations set out in the Report of the Drogheda Boundary Review Committee published in February 2017. **As part of the preparation of this Plan, a detailed infrastructure assessment, consistent with the methodology for a Tiered Approach to Zoning under Appendix 3 of the NPF will be undertaken.**

CS OBJ 11

To prepare, **as a priority**, 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. **As part of the preparation of this Plan, a detailed infrastructure assessment, consistent with the methodology for a Tiered Approach to Zoning under Appendix 3 of the NPF will be undertaken.**

Proposed Amendment Chapter 3.7 – Modification:

Amend SH OBJ 5 in Section 3.7 ‘The Settlement Hierarchy and Future Population Growth in Meath’ to include Enfield.

SH OBJ 5

To prepare new local area Plans for the following settlements within the lifetime of this Plan: Navan, Dunboyne/Dunboyne North/Clonee, Ashbourne, Kells, Trim, Dunshaughlin, Ratoath, **Enfield**, Bettystown-Laytown-Mornington East-Donacarney- Mornington, Oldcastle, Athboy, Duleek, and Stamullen. **As part of the preparation of these Plans, a detailed infrastructure assessment, consistent with the methodology for a Tiered Approach to Zoning under Appendix 3 of the NPF will be undertaken for each settlement.**

Amend MAY POL 1 in Maynooth Settlement Strategy, Section 12.0, Volume 2, ‘Town Development Policies and Objectives’ as follows;

MAY POL 1

To prepare, **as a priority**, in conjunction with Kildare County Council a joint Local Area Plan for Maynooth, over the period of the Plan. **As part of the preparation of this Plan, a detailed infrastructure assessment, consistent with the methodology for a Tiered Approach to Zoning under Appendix 3 of the NPF will be undertaken.**

Amend STH DRO OBJ 1 in South Drogheda Environs Settlement Strategy, Section 4.0, Volume 2, ‘Town Development Policies and Objectives’ as follows;

STH DRO OBJ 1

To prepare, **as a priority**, a Joint Vision and Urban Area Plan for Drogheda in partnership with Louth County Council within the lifetime of this Plan in

accordance with the requirements of Regional Policy Objective 4.11 of the RSES for the Eastern and Midland Region and the recommendations set out in the Report of the Drogheda Boundary Review Committee published in February 2017. **As part of the preparation of this Plan, a detailed infrastructure assessment, consistent with the methodology for a Tiered Approach to Zoning under Appendix 3 of the NPF will be undertaken.**

## **2. MA Recommendation 2 – Rezoning of lands in Settlements:**

It is recommended that the Plan be made without the following proposed Material Amendments as displayed:

- Proposed Ashbourne Amendment No. 8
- Proposed Athboy Amendment No. 3
- Proposed Clonard Amendment No. 1
- Proposed Bettystown/Laytown/Mornington/ Donacarney (East Meath) Amendment No. 5
- Proposed Bettystown/Laytown/Mornington/ Donacarney (East Meath) Amendment No. 6
- Proposed Bettystown/Laytown/Mornington/ Donacarney (East Meath) Amendment No. 11
- Proposed Moynalty Amendment No. 1
- Proposed Navan Amendment No. 5
- Proposed Navan Amendment No. 7
- Proposed Slane Amendment No. 4
- Proposed Summerhill Amendment No. 2
- Proposed Trim Amendment No. 6

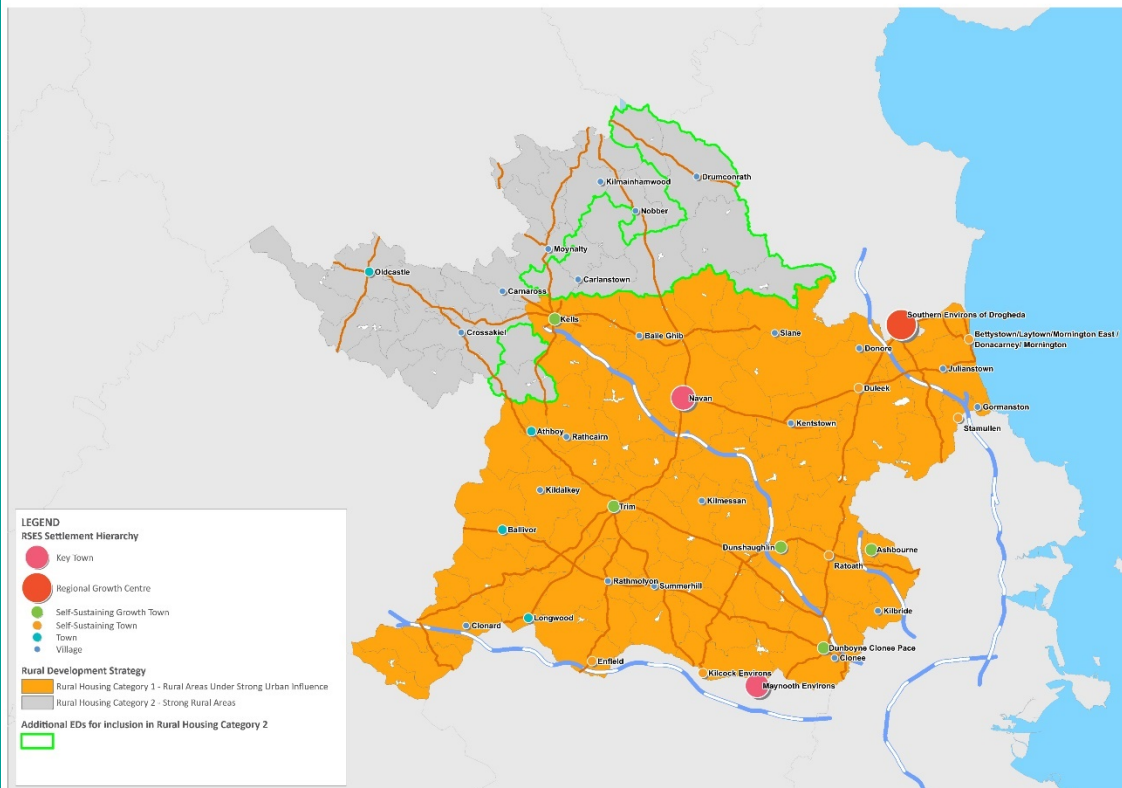
## **3. MA Recommendation 3 – Rural Housing:**

It is recommended that the rural housing policy as set out in the updated Chapter 9 ‘Rural Development Strategy’ Draft Development Plan (Appendix F CE’s Report on Draft Development Plan – <http://countydevelopmentplanreview.meath.ie/wp-content/uploads/2020/10/Appendix-F-Simplified-Rural-Settlement-Strategy.pdf>), with Section 9.5 ‘Rural Settlement Strategy’ amended (including Map no. 9.1 Rural Development Pressure Map) to reflect policy approach No. 4 (as presented to the Elected Members (02/12/2020) offers a sustainable rural housing policy that is evidence based, complies with National and Regional policy, while addressing the needs of rural communities and concerns of the Elected Members to the greatest possible extent.

In summary the CE Recommendation is as follows:

- Retain the updated Rural Development Strategy 9 as set out in Appendix F, CE’s Report Draft Development Plan (August 2020) with the following amendments:
  - Section 9.5 Amended ‘Rural Settlement Strategy’ to reflect policy approach No 4.

- Amend Map no. 9.1 Rural Development Pressure Map to extend Strong Rural Area as per below and larger version on the next page. ([Amended Map no. 9.1 Rural Development Pressure Map](#))



**4. MA Recommendation 4 - Flood Risk Management:**

Please refer to the recommendations for the Office of Public Works submission (MH-C52-21).

**5. MA Observation 1 - Strategic Road Network:**

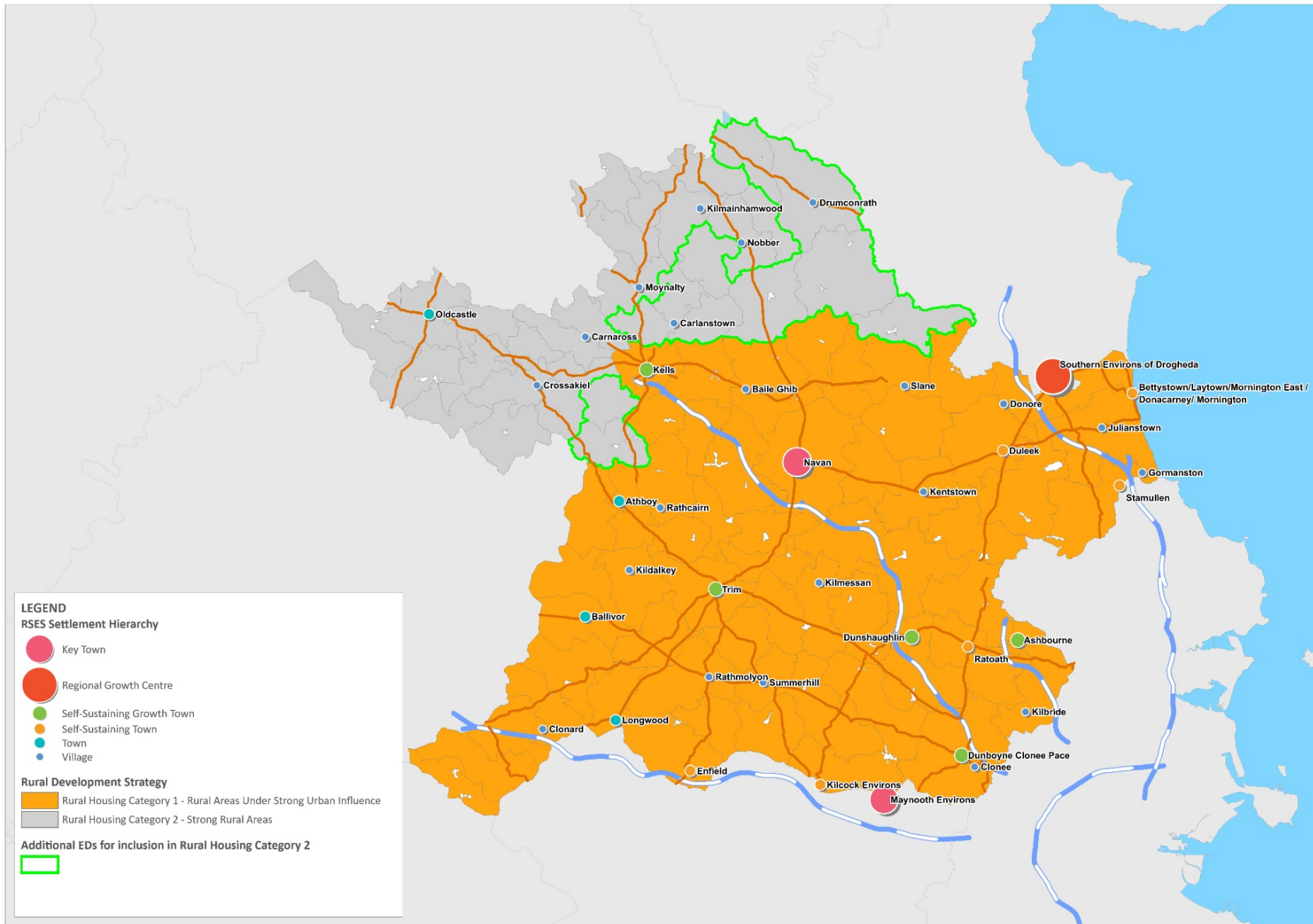
It is recommended that the Plan be made with the proposed Material Amendment as displayed.

**6. MA Recommendation 5 – Proposed Alteration 02 Dunshaughlin:**

It is recommended that the Plan be made without the proposed Material Amendment as displayed

**Response to other matters**

7. It is recommended that the Plan be made with the proposed non-material amendment as noted in Volume 3 of the Chief Executive Report on Material Amendments.
8. It is recommended that the Plan be made with the proposed Material Amendment as displayed.
9. It is recommended that the Plan be made with the proposed Material Amendment as displayed.
10. It is recommended that the Plan be made with the proposed Material Amendment as displayed.



Amended Map no. 9.1 Rural Development Pressure Map



<b>Submission No.:</b>	MH-C52-38
<b>Submitted By:</b>	Transport Infrastructure Ireland
<b>Submission Themes/Chapters:</b>	Chapter 4, 5, Volume 2
<b>Summary of submission</b>	
<p>1. <u>Proposed Material Amendment Chapter 4.7</u>  TII welcomes Proposed Material Amendment Chapter 4.7 which outlines the Councils policy to positively consider and assess development proposals for the expansion of existing authorised industrial or business enterprises in the countryside subject to certain provisions. TII welcomes that the Proposed Material Amendment identifies that the policy will not apply to the national road network. TII supports this clarification and considers it a critical element that must remain if the Proposed Material Amendment is adopted.</p> <p>2. <u>Proposed Amendment Chapter 5.18</u>  The LOR is identified as a national road scheme included in the NTA Transport Strategy for the Greater Dublin Area, 2016 – 2035. The Strategy recommends the finalisation of the route corridor and its protection from development intrusion.</p> <p>In accordance with the provisions of Section 2.9 of the Section 28 Ministerial Guidelines ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ (DoECLG, 2012) development objectives must not compromise the route selection process for road scheme planning.</p> <p>Having regard to the above, there is an onus on the planning authority to safeguard the future planning and design for the LOR and ensure objectives included in the Development Plan do not compromise this.</p> <p>TII is of the opinion that the text proposed in Proposed Amendment Chapter 5.18 which refers to reserving and protecting the route corridor of the LOR when finalised presents challenges for the planning and design process, particularly the need to preserve and protect route options pending a finalised design needs to be revised.</p> <p>TII recommends consideration being given to the following text amendments consistent with TII’s initial observations on the Draft Plan, and the requirements of the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities.</p> <p><b>MOV POL 23</b>  To support the reservation of the indicative route delivery of the Leinster Outer Orbital Route, which is considered to comprise important infrastructural development, and when finalised to protect the route corridor and corridor options, free of developments which could interfere with the provision of the project.</p>	

### **MOV OBJ 33**

~~When finalised and agreed,~~ To reserve the route corridor and corridor options ~~indicative route~~ of the Leinster Outer Orbital Route free of developments which could otherwise interfere with the provision of the project.

3. Proposed Amendment Chapter 5.20

TII Acknowledges that the N2 Slane Bypass road scheme planning and design is being advanced by Meath County Council. With regard to the proposed text amendments, TII recommends that the Council ensure that the approach proposed accords with the progression of the Scheme in accordance with TII Publications, Standards and Codes of Practice and EU and National environmental legislative requirements.

4. Proposed Amendment Chapter 5.23 and Proposed Amendment Chapter 5.26

TII welcomes and supports the proposed text amendments associated with Proposed Amendment Chapter 5.23 and Proposed Amendment Chapter 5.26 which clarify the Councils policy on access to national roads consistent with the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).

5. Proposed Amendment Chapter 5.25

As outlined in TII's initial submission on the Draft Plan, the Council will be aware that the implementation of all national road schemes is subject to budgetary constraints and is subject to prioritisation and adequacy of the funding resource available to the Authority.

The TII notes the inclusion of schemes in Table 5.1 of the Draft Plan many of which are in addition to the schemes included in the National Development Plan. While such additional improvements relating to national roads identified at a local level should be done so in consultation with and subject to the agreement of TII, the Council will be aware that TII may not be responsible for the funding of any such schemes or improvements. While proposals should be developed complementary to safeguarding the strategic function of the national road network, proposals impacting on the national road network should be developed in consultation with and subject to the agreement of TII.

TII notes proposals including for the addition of new junctions and the improvement and upgrading of existing national road junctions on the national motorway network. TII is not aware of the basis for or any case supporting such improvements where such proposals are not catered for in National Development Plan objectives. The Council will be aware that such enhancements to national road junctions are required to be progressed in accordance with Section 2.7 of the DoECLG Spatial Planning and National Roads Guidelines (2012).

6. Proposed Amendment Chapter 9.1

TII notes that Proposed Amendment Chapter 9.1 proposes to retain the existing Rural Development Chapter from the previous Meath County Development Plan, 2013 - 2019.

The existing Rural Development Chapter from the Meath County Development Plan, 2013 - 2019, includes a number of policy areas and development categories which due to their nature and character could have a

significant impact on the national road network if not planned and developed appropriately, for example, rural residential development, agriculture/agricultural diversification, extractive industries, tourism, etc. It is noted that Section 10.16 addresses restrictions on access to national roads.

TII recommends an appropriate cross reference with proposed policy MOV POL 24 and appropriate update and revision to policies RD POL 36 and RD POL 37 of the Rural Development Chapter from the Meath County Development Plan, 2013 – 2019;

RD POL 37 To ensure that future development affecting national primary or secondary roads, shall be assessed in accordance with the guidance given in the document ‘Spatial Planning and National Roads - Guidelines for Planning Authorities’ 2012 **to avoid the creation of any additional development access to national roads and intensification of existing access to national roads to which speed limits greater than 60kph apply, save in accordance with agreed ‘exceptional circumstances’ included in MOV POL 33.**

7. Proposed Amendment Chapter 11.1

TII welcomes reference to the guidance included in the DoECLG Spatial Planning and National Roads Guidelines. In addition, the TII Policy on Service Areas (August, 2014) outlines TII’s policy in relation to the provision of on-line service areas. TII would welcome the Development Plan development management provisions being updated to include reference to the TII Policy on Service Areas (August, 2014) prior to adoption.

8. Masterplanning (Proposed Amendment Chapter 11.1)

The DoECLG Sustainable Residential Development in Urban Areas Guidelines advise that if it is intended to use such non-statutory documents for development management, planning authorities should incorporate them in the development plan or local area plan for the area by way of variation and where possible, public consultation should be integrated into the preparation on non-statutory frameworks.

Primary concerns relate to the absence of appropriate Plan-led evidence based planning and the absence of future liaison and collaboration with TII in relation to planning exercises promoted by the local authority that have significant implications for the strategic national road network in the area concerned. The Authority considers that such issues can be addressed with collaboration and should be addressed in advance of adoption of the Draft Plan and respective Settlement Plans.

The Council will be aware that the DoECLG Spatial Planning and National Roads Guidelines require that development should be Plan-led, as outlined above. The promotion of masterplan exercises without consultation and liaison by the local authority with TII and in the absence of strategic transport evidence base requirements is wholly inappropriate and leads to substantial risks for future development.

The DoECLG Spatial Planning and National Roads Guidelines require that planning authorities must also ensure that they consult with the NRA (now TII) in preparing any local area plans or other non-statutory plans where there may be material implications for national roads.

The Authority requests that this issue of Masterplanning is addressed throughout the proposed Draft Plan and associated Settlement Plans to address the deficiencies in consultation, liaison and evidence base requirements clearly required by official policy provisions. The Council will be aware that TII/NRA and Meath County Council have had highly effective collaboration on such issues in the past which has successfully facilitated Plan-led strategic economic development proposals in the County in both a forward planning and development management context.

9. Proposed Ashbourne Amendment no. 6

The DoECLG Spatial Planning and National Roads Guidelines advise that planning authorities must exercise particular care in their assessment of development/local area plan proposals relating to the development objectives and/or zoning of locations at or close to interchanges where such development could generate significant additional traffic with potential to impact on the national road.

TII is not aware of any analysis undertaken by the Council to develop an evidence base, in accordance with the provisions of official policy, to establish potential implications for the strategic national road network in the area and to support the proposed zoning at this location.

It is unclear if the zoning proposal adjoining the national road network and associated junctions have been subject to appropriate transport assessment or transport modelling or development of appropriate mitigation measures.

This approach would be a basic requirement for any evidence-based approach to demonstrate that proposed trip generation can to be catered for, while protecting the strategic function of the national road network.

The TII is of the opinion that it is premature to adopt the Proposed Amendment in the absence of the required evidence base and plan-led approach required by Section 28 Ministerial Guidelines on Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012)

10. Proposed Ashbourne Amendment no. 8

In relation to proposals to zone additional lands to 'New Residential' in Proposed Ashbourne Amendment no. 8, the lands in question adjoin the M2, national road. No mitigation or set back standard appears to be applied to the future development of the lands to avoid adverse effects from the motorway on new residential development.

In the interests of adhering to the provisions of official policy, TII recommends that the Council consider addressing and incorporating the requirements of Section 3.7 of the DoECLG Spatial Planning and National Roads Guidelines prior to the adoption of the Proposed Amendment in relation to avoiding adverse impacts from existing and future national roads.

11. Proposed Ashbourne Amendment no. 12

TII notes the Proposed Amendment proposes alteration to the text associated with Masterplan 2 (now MP 19). TII commented on the zoning of additional employment lands to the north of Ashbourne, extending to the line of the M2 in the Authority's initial submission on the Draft Plan and the comments previously provided remain the position of TII. TII advises that it does not support the approach to non-statutory Masterplanning currently outlined in the Draft Plan and in particular for these lands.

12. Dunboyne/Clonee/Pace Amendment No.5

TII notes proposals to correct the indicative road links through Masterplan lands MP 2 and MP 3 outlined in Proposed Dunboyne/Clonee/Pace Amendment no. 5. In relation to such road links, TII recommends that the Council confirm that proposals adhere to the provisions of the agreed Transport Study at Dunboyne and Environs (2018). TII advises that it does not support the approach to non-statutory Masterplanning currently outlined in the Draft Plan and in particular for these lands.

13. Proposed Dunshaughlin Amendment no. 2

TII notes proposals to amend the zoning from 'Rural' to 'E2 General Enterprise and Employment' on lands adjoining M3 Junction 6.

TII acknowledges the planning history of the subject site, file ref. RA160148, and the refusal of permission for an off-line service area at this location by An Bord Pleanála under case ref. PL 17.246554.

National Strategic Outcome 2 of the National Planning Framework includes the objective to maintain the strategic capacity and safety of the national roads network. It is also an investment priority of the National Development Plan, 2018 – 2027, to ensure that the extensive transport networks which have been greatly enhanced over the last two decades, are maintained to a high level to ensure quality levels of service, accessibility and connectivity to transport users. This requirement is further reflected in the recent publication of the Draft National Investment Framework for Transport in Ireland as well as the existing Statutory Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities.

The DoECLG Spatial Planning and National Roads Guidelines advise that planning authorities must exercise particular care in their assessment of development/local area plan proposals relating to the development objectives and/or zoning of locations at or close to interchanges where such development could generate significant additional traffic with potential to impact on the national road.

TII is not aware of any analysis undertaken by the Council to develop an evidence base, in accordance with the provisions of official policy to establish potential implications for the strategic national road network in the area and to support the proposed zoning at this location.

It is unclear that the zoning proposal has been subject to appropriate transport assessment or transport modelling or development of appropriate mitigation measures. This approach would be a basic requirement for any evidence based approach to demonstrate that proposed trip generation can

to be catered for, while protecting the strategic function of the national roads network.

TII would not support the proposed zoning amendment as currently displayed. There appears to be other lands more favourably located to consolidate the growth of Dunshaughlin and achieve compact growth in accordance with Government policy and that do not have the potential to adversely impact the national road network at variance with the Spatial Planning and National Roads Guidelines for Planning Authorities.

14. Proposed South Drogheda Amendment no. 5

Proposed South Drogheda Amendment no. 5 proposes to incorporate a Masterplan boundary for Masterplan MP 14 to the proposed land use zoning map. In relation to the proposal to subject the lands to a Masterplan, the comments above related to Section 2.1 Masterplanning provisions in the Development Plan apply. TII advises that it does not support the approach to non-statutory Masterplanning currently outlined in the Draft Plan and in particular for these lands.

15. Proposed Slane Amendment no. 1 and Proposed Slane Amendment no. 2

TII acknowledges the proposed text amendments outlined in Proposed Slane Amendment no. 1 and Proposed Slane Amendment no. 2 as well as Proposed Amendment Chapter 5.20, discussed above, which indicate the Councils objective to support and facilitate the delivery of an N2 Bypass to the east of Slane Village. TII supports provision made to facilitate and provide for the N2 Slane Bypass. With regard to the proposed text amendments, TII recommends that the Council ensure that the approach proposed does not conflict with progression of the Scheme in accordance with TII Publications, Standards and Codes of Practice and EU and National environmental legislative requirements.

16. Proposed Trim Amendment no. 6

TII notes proposals to zone additional lands on the R154 Dublin Road for a combination of 'G1 Community Infrastructure' and 'D1 Tourism'. The Leinster Orbital Route (LOR) Corridor Protection Study (2009) provided to the Council indicates that the lands subject to a new zoning proposal under Proposed Trim Amendment no. 6 are situated within a 'Junction Protection Zone'. Accordingly, zoning the lands as proposed has the potential to conflict with the proposed LOR.

The proposal to zone the lands subject to Proposed Trim Amendment no. 6 requires review by the Council to ensure the proposed zoning objectives do not conflict with the planning, design and delivery of the LOR.

### Chief Executive Response

1. The Chief Executive notes TII's support of Proposed Material Amendment Chapter 4.7 which outlines that the policy on Rural Enterprise will not apply to the national road network.
2. With respect to Proposed Amendment Chapter 5.18, please refer to Response to Item No. 1 in MH-C52-296 by the National Transport Authority.
3. With regard to TII's recommendation to ensure that the proposed N2 Slane Bypass road scheme is carried out in accordance with TII Publications,

Standards and Codes of Practice and EU and National environmental legislative requirements, the comments of the TII are noted and Meath County Council can confirm that all schemes of this nature will be carried out in accordance with the publications, Standards, Codes of Practice and environmental legislative requirements outlined above.

4. The Chief Executive has considered the previous comments of TII and agrees that the wording of MOV POL 24 and MOV POL 28 be amended to clarify the official position. TII's recent submission confirming their support for the text amendment is welcomed.
5. TII have noted the inclusion of schemes in Table 5.1 of the Draft Plan, many of which are in addition to the schemes included in the National Development Plan. TII have highlighted that they may not be responsible for the funding of any such schemes or improvements and are not aware of the basis for or any case supporting such improvements.

With respect to these projects, the Transportation Department of Meath County Council, having regard to their local knowledge of road safety and upgrade requirements, have determined it prudent to highlight these projects at the earliest possible stage in the interest of ensuring a plan-led approach is taken to such projects. The upgrades and improvements proposed are ongoing concerns within the county and will be the subject of consultation and agreement with TII in the future where an evidence base will be provided and funding may thereafter be sought.

6. The required updates will be incorporated into a revised rural chapter which is a requirement of MA Recommendation 3 of the OPR submission MH-C52-293 (refer to Item 3 of the submission from the OPR, MH-C52-293) which requires the Planning Authority to ensure that the written statement and maps relating to rural settlement policies are based on appropriate current evidential and statistical underpinnings and complies with regional and national policy.
7. The Chief Executive agrees to incorporate reference to TII Policy on Service Areas (August, 2014) into Section 11.6.5 and DM POL 19 to ensure latest policy developments are acknowledged and adhered to.
8. There are currently 38 masterplans in County Meath at different stages of preparation. These masterplans do not replace Local Area Plans but shall serve to compliment statutory plans by providing an in-depth spatial layout and land use analysis of particular lands that are likely to be brought forward for development in the years ahead. Key aims and objectives of Masterplans are to coordinate and facilitate collaboration between various land owners within Masterplan areas that would not otherwise occur in their absence. All relevant sections of Meath County Council are involved in the preparation of Masterplans, including the Transportation Section. Assessment of potential traffic impacts is considered during the preparation of relevant Local Transport Plan (LTPs) which forms part of the LAP process, during which time, engagement will be sought with TII and the NTA, as appropriate. It should be noted that Masterplans are 'living or dynamic' documents that can be continually amended and updated. Accordingly, should any adverse traffic impacts be identified or highlighted by TII or NTA during the LTP and LAP process or by detailed transport assessments during the development

management process, measures to amend or mitigate can be incorporated at that stage.

Meath County Council would like to acknowledge the many benefits brought about by consulting with TII and the NTA in relation to planning exercises and will ensure a collaborative approach is taken to the preparation of the LAPs and LTPs, which will include masterplan lands and strategic land banks considered suitable for development. MCC welcome TII acknowledgement of previous successful engagement and plan to do likewise in the future.

9. Please refer to Response Item No. 4(d) to submission MH-C52-296 by the NTA.
10. It is a recommendation that the zoning under Ashbourne MA 08 is removed from the Ashbourne Land Use Zoning Map. Please refer to MA Recommendation 02 (Item 2) of the OPR Submission MH-C52-293.
11. It is noted that these lands are subject to an agreed Masterplan which was not identified on the Draft Plan Land Use Zoning Map. As per our response to Item 8, this masterplan shall serve to compliment the Local Area Plan and Local Transport Plan for Ashbourne by providing an in-depth spatial layout and land use analysis of particular lands that are likely to be brought forward for development during the plan period. Traffic impacts on these lands will be considered during the preparation of the Local Transport Plan (LTP) which forms part of the LAP process, during which time, engagement will be sought with TII and the NTA. It should be noted that Masterplans are 'living or dynamic' documents that can be continually amended and updated. Accordingly, should any adverse traffic impacts be identified or highlighted by TII or NTA during the LTP and LAP process or by detailed transport assessments during the development management process, measures to amend or mitigate can be incorporated as appropriate at this stage.
12. Plans to extend the road through the MP3 lands was decided after the publication of the Transportation Study. The development of the road through MP2 will be subject of a formal planning process and that consideration of the onward connection into MP3 will be considered as part of this traffic assessment.
13. This zoning will be removed from the Draft Dunshaughlin Land Use Zoning Map. Please refer to MA Recommendation 5 (Item 6) of OPR Submission MH-C52-293.
14. Please refer to response to Item No. 8 above.
15. Please refer to response to Item No. 8 above.
16. This zoning will be removed from the Trim Land Use Zoning Map. Please refer to MA Recommendation No.2 (Item 2) of the OPR Submission MH-C52-293.

### **Chief Executive Recommendation**



1. It is recommended that the Plan be made with the proposed Material Amendment as displayed.
2. Please refer to Response to Item no. 1 in MH-C52-296 by the National Transport Authority.
3. It is recommended that the Plan be made with the proposed Material Amendment as displayed.
4. It is recommended that the Plan be made with the proposed Material Amendment as displayed.
5. It is recommended that the Plan be made with the proposed Material Amendment as displayed.
6. Please refer to response to MA Recommendation 3 of the OPR submission.
7. It is proposed to amend Section 11.6.5 Service Stations as follows:

The role of service stations has become more diverse with the expansion from merely selling fuel to also providing convenience services and goods including functioning as rest areas. Ancillary uses include tyre repair, collection points for online retail activity and self-service launderettes.

**In responding to the need for adequate provision of service area facilities TII published the Service Area Policy in August 2014. The Service Area Policy had four complementary goals. These were:**

- 1. To ensure adequate social protection for commercial road users;**
- 2. To improve road safety by averting road fatigue of road users;**
- 3. To comply with European Union regulations including the Trans-European Transport Networks (TEN-T), Driving Time and Rest Periods Regulations, and Road Infrastructure Safety Management and Intelligent Transport System Directives; and**
- 4. To inform the Spatial Planning and National Road Guidelines for Planning Authorities (2012).**

**The Service Area Policy states that on the motorway/dual carriageway network, services areas are to be provided approximately every 100km.** Proposals for new and extended service stations will be carefully considered **by the Council** and will not generally be encouraged within the core retail area of urban centres or in rural areas outside of villages and rural nodes.

The Council supports the development of on-line motorway Service Stations at appropriate locations in accordance with the guidance set out in the **TII Policy on Service Areas (August, 2014) and the Spatial Planning and National Roads Guidelines for Planning Authorities, DECLG (2012)**

**DM POL 19:** Proposals for petrol filling stations in close proximity to the National Road Network shall have regard to the “Spatial Planning and

National Roads Guidelines for Planning Authorities”, Department of Environment Community and Local Government, 2012, **TII Policy on Service Areas (August, 2014)** and the Dangerous Substances (Retail and Private Petroleum Stores) Regulations 1979 to 2010 (or any such other relevant standards and legislation that may be enacted).

8. It is recommended that the Plan be made with the proposed Material Amendment as displayed. This refers to Chapter 11.1 on Development Management.
9. It is recommended that the Plan be made with the proposed Material Amendment as displayed.
10. Please refer to Item 2 of the OPR Submission MH-C52-293
11. It is recommended that the Plan be made with the proposed Material Amendment as displayed.
12. It is recommended that the Plan be made with the proposed Material Amendment as displayed.
13. Refer to MA Recommendation No.5 (Item 6) of OPR Submission MH-C52-293
14. It is recommended that the Plan be made with the proposed Material Amendment as displayed.
15. It is recommended that the Plan be made with the proposed Material Amendment as displayed.
16. Refer to MA Recommendation No.2 (Item 2) in OPR Submission MH-C52-293.

<b>Submission No.:</b>	MH-C52-296
<b>Submitted By:</b>	National Transport Authority
<b>Submission Themes/Chapters:</b>	Chapter 3,4, 5 and 11
<b>Summary of submission</b>	
<p>1. <u>The Leinster Outer Orbital Route</u>  The Leinster Outer Orbital Route is included in the Transport Strategy as a national road scheme, which recommends the finalisation of the route corridor and its protection from development intrusion.</p> <p>The protection described in the two objectives would follow the finalisation of the route selection process and the finalised route only. Section 28 of the Ministerial Guidelines Spatial Planning and National Roads Guidelines for Planning Authorities recommend that development objectives must not compromise the route selection process for road scheme planning. The NTA therefore submits that the two objectives are not in accordance with the S28</p>	

Ministerial Guidelines and should be further revised to refer to the need to preserve and protect route options pending finalised design.

Proposed Trim Amendment No.6 relates to the zoning of additional lands on the R154 Dublin Rd. as 'G1 Community Infrastructure' and 'D1 Tourism'. These lands are within a Junction Protections Zone for the LOR, as identified in the Leinster Orbital Route Corridor Protection Study. In light of the S.28 Guidelines, the NTA submits that the proposed zoning of these lands requires further consideration to ensure that the zoning objectives do not conflict with the planning, design and delivery of the LOR.

The NTA recommends that the two objectives be revised and submits the following proposals for consideration:

MOV POL 23 – To support the delivery of the Leinster Orbital Route, which is considered to comprise important infrastructural development, and to protect route corridor and corridor options free of developments which could interfere with the provision of the project.

MOV OBJ 33 – To reserve route corridor and corridor options of the Leinster Orbital Route free of developments which could otherwise interfere with the provision of the project.

The NTA also recommends that the zoning of the lands which are the subject of Proposed Trim Amendment No.6 requires further consideration.

Navan Rail Line (Proposed Amendment Chapter 3.5, 4.4, 5.9, 5.10)

2. The NTA notes the proposed amendments 3.5, 4.3 as outlined above, 4.4, 5.9 and 5.10. As noted, the appraisal of the Rail Line is a matter for the NTA to determine through the review of the Transport Strategy that is currently underway. The NTA welcomes the commitment from the Council to 'actively participate in this appraisal to ensure the assessment is rigorous in its consideration of all relevant matters pertaining to the county's need for a rail line. The appraisal commenced in Feb 2021 and has included liaison with the Council in this regard.

The NTA is also supportive of the inclusion in the Plan 'of a specific zoning objective R1 Rail Corridor which seeks 'to provide for a strategic rail corridor and associated physical infrastructure' and welcomes the councils support for 'the completion of a route option study to confirm the most optimal route, once the principal of the rail line has bene established. Overall, the NTA wish to show their support for the policy above.

3. Local Area Planning (Proposed Amendment Chapter 5.6, 11.1)

The NTA welcomes the inclusion of a reference to ABTA in the amended objective MOV OBJ 1. However, the reference to 'other settlements as appropriate' does not explicitly relate to all settlements at small town scale and above, and the NTA recommends that MOV OBJ 1 should be further amended to include such reference.

The NTA is concerned at the reliance of the Draft Plan on the preparation of Masterplans for identified sites at a range of scales in urban areas. The DoECLG Guidelines for Planning Authorities on Sustainable Residential Development in Urban Area and Local Area Plans advise that non-statutory

plans such as Masterplans can supplement and complement, but not replace statutory plans, and recommend that the outputs of the master-planning process should be incorporated into the Development Plan or/and LAP by way of variation. As proposed, the methodology for the preparation of masterplans and their status in the development management process has not been clearly set out in the Draft Plan, and the potential lack of an evidence-based, plan-led approach to the development of these areas, including lack of public and stakeholder consultation, is a matter of concern.

The NTA recommends that these concerns may be addressed by proposing the following amendments:

- MOV OBJ 1 should be further amended by replacing the reference to ‘other settlements as appropriate’ with reference to ‘**all settlements as Small Town Scale and above**’
- The plan should include an objective regarding the use of the ABTA process in the preparation of Local Transport Plans for all areas for which a Masterplan is proposed in the Draft Plan, regardless of the scale of the settlement or its inclusion in the revised MOV OBJ 1 above: and;
- The development of larger sites within the subject settlements under a revised MOV OBJ 1 should be contingent on the completion of the LAP/LTP process.

#### 4. Zoning

##### (a) Maynooth:

In its submission on the Draft Plan, the NTA stated that ‘lands in the Maynooth Environs have been designated for strategic employment use, based in part on relationship with Maynooth University. However, these zoned lands are remote from the town of Maynooth and not well served by sustainable transport. The Material Amendments do not propose any revision of the subject zoning and the NTA reiterates its concerns regarding this zoning.

##### (b) South Drogheda Environs:

Lands on the western edge of the South Drogheda Environs were zoned for strategic employment use in the Draft Plan. While these lands are contiguous with the existing built-up area, they are on the periphery of the town and are located in close proximity to the M1 motorway. In light of the critical requirement to protect the strategic transport function of national roads, including motorways, the NTA queried the zoning of these lands for strategic employment use in its submission on the Draft Plan. As this zoning has not been amended in the proposed Material Amendments, the NTA reiterates its concerns regarding this zoning.

##### (c) Proposed Dunshaughlin Amendment No.2:

This amendment proposes a new zoning of E2 General Enterprise & Employment for a parcel of land to the west of the town adjacent to Junction 6 of the M3 motorway. The rationale for this is not clear, and in light of the critical requirement to protect the strategic transport function of national roads, including motorways, the NTA would query the proposed zoning of these lands in the absence of a clear rationale for doing so.

(d) Proposed Ashbourne Amendment No. 6

The rationale for this zoning amendment has not been clearly set out and appears not to be evidence based or plan-led, as required by the DoECLG Spatial Planning and National Roads Guidelines. In addition, it is intended to prepare a masterplan for these lands. The NTA submits that further consideration of this zoning is required in light of the provisions of the S.28 Ministerial Guidelines, given the proximity of the lands to Junction 3 of the M2, and recommends that the zoning should be informed by a fuller Transport Assessment guided by the ABTA process.

5. Park & Ride

The NTA acknowledges the amendment to MOV POL 13. However, in the interest of clarity, the NTA submits the following alternative wording for consideration:

- To promote and support the provision of Park-and-Ride facilities which improve public transport accessibility without exacerbating road congestion at appropriate locations within the County, **in accordance with the recommendations of the Park & Ride Development Office of the NTA.**

6. NTA Publications

The Greater Dublin Area Cycle Network Plan, is being reviewed as part of the Transport Strategy review. In addition, the National Cycle Manual, which sets out guidance on the design of cycle infrastructure and cycle friendly urban areas, is currently being updated to reflect current best practice.

The NTA supports the above objective but recommends the Draft Plan should take cognizance of the documents listed above by the insertion of a clause that states e.g. **'The greater Dublin Area Cycle Network plan or any successor to this document.**

### Chief Executive Response

1. Leinster Orbital Route (Proposed Amendment Chapter 5.18)

The comments on Proposed Trim Amendment No. 6 are noted. As outlined in Item 2 of the OPR submission (MH-C52-293), Proposed Trim Amendment No. 6 will be omitted. In relation to MOV POL 23 and MOV OBJ 33, please refer to the original Chief Executive Report (August 2020) and the response and recommendation on the TII submission no. MH-C5-112 (item no. 7).

2. The supportive comments from the NTA for MOV POL 5,6 and 7 are noted. Meath County Council will continue to work with the NTA on the re-appraisal of the rail line to Navan.

3. The Draft Development Plan is explicit in its support of a Local Transport Plan for Drogheda, Ashbourne, Navan, Ratoath and other settlements which is reflected in MOV OBJ 1. The comments of the NTAs latest submission are noted and the Council have agreed that Local Transport Plans should be carried out in tandem with Local Area Plans, where possible, or as soon as resources permit. Accordingly, it is agreed that MOV OBJ 1 should be clarified to express that the 'other settlements' extend to all towns that will have Local Area Plan prepared.

Regarding Masterplan preparation, please refer to response to TII Submission (MH-C52-38) Item No.8.

4. (a) & (b) The specific matters raised in this submission on Maynooth and South Drogheda do not relate to any material amendment placed on public display and therefore cannot be considered further at this stage of the plan-making process. Notwithstanding this, it is noted that these concerns were raised by the NTA in their original submission. The NTA are directed to original responses of the Chief Executive and that views remain unchanged in this regard.
  - (c) As per CE response to submission MH-C5-574, Applegreen made a previous submission during public consultation on Draft CDP, and notwithstanding the previous ABP decision to overturn the MCC decision to grant permission for a Service Station on the subject lands, the Chief Executive supports the view that the site is not sequentially preferable in the context of the growth of Dunshaughlin as there are existing zoned employment lands to the east of the site that could accommodate a service station. Please refer to MA Recommendation 5 (Item 6) of the OPR submission (MH-C52-293)
  - (d) The Chief Executive notes the concerns of the NTA relating to the lands designated E1/E3 on the south of Ashbourne. Notwithstanding this, 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. It is considered by the Chief Executive that in the interests of creating a live-work community, a revised Strategic Employment Site is essential for Ashbourne (note that the Strategic Employment Site was previously located to the NW of Ashbourne and that this proposal is merely revising the location of the site due to the success of the former designation in attracting new employment to the north of Ashbourne). In this regard, when the N2 motorway and junctions were planned and agreed, the Council had a legitimate expectation that the junction capacities provided would cater for the anticipated growth for Ashbourne. Acknowledging the importance of ensuring comprehensive transport assessments should be carried out for the aforementioned zoning, the Council would like to highlight that this zoning will be subject to a detailed Transport Assessment guided by the ABTA process. Meath County Council will fully engage with the NTA / TII as part of the LAP and Local Transport Plan for Ashbourne, which is due to commence preparation in the early stages of 2022.
5. The NTA acknowledges the amendment to MOV POL 13. However, in the interest of clarity, the NTA submits the following alternative wording for consideration:
    - To promote and support the provision of Park-and-Ride facilities which

improve public transport accessibility without exacerbating road congestion at appropriate locations within the County, **in accordance with the recommendations of the Park & Ride Development Office of the NTA.**

It is agreed to amend MOV POL 13 to incorporate the consultation with the Park & Ride Development Office. The proposal by the NTA to revise the wording of this policy is considered generally acceptable for NTA funded Park & Ride Facilities. Notwithstanding this, it should remain within capacity of the Transportation Department of Meath County Council to apply its local knowledge and expertise to decisions on Park & Ride Facilities that are not the subject of NTA funding, Accordingly, MOV POL 13 will be amended to reflect this.

6. It is considered the inclusion of the objective to incorporate the NTA Cycle Manual will benefit the future development of cycling infrastructure in County Meath. The NTA have also highlighted that the Cycle Network Plan and National Cycle Manuals are currently being updated. In order to ensure the above objective remains up to date, it is agreed that this material alteration should be further revised to include any successor to this document and other relevant design documents.

#### Chief Executive Recommendation

1. a) It is recommended that the Plan be made with the Proposed Amendment Chapter 5.18 as displayed.  
b) As per the OPR MA Recommendation No. 2, it is recommended that the Plan be made without Proposed Trim Amendment No. 6 as displayed.
2. It is recommended that the Plan be made with the proposed Material Amendment as displayed.
3. It is recommended to amend MOV OBJ 1 as follows: 'To prepare and commence implementation of, Local Transport Plans (LTP), in conjunction with the NTA and relevant stakeholders, for Drogheda (in conjunction with Louth County Council as part of the Joint Urban Plan), Ashbourne, Navan, Ratoath, **and other settlements where Local Area Plans are undertaken where appropriate, having regard to the Area Based Transport Assessment Guidance Notes (2019).**
4. (c) It is recommended that the proposed zoning is omitted from the Dunshaughlin Land-Use Zoning Map. Refer to Item 6 of the OPR submission (MH-C52-293)  
  
(d) It is recommended that the Plan be made with the proposed Material Amendment as displayed.
5. It is recommended that the MOV POL 13 be amended as follows:

- To promote and support the provision of Park-and-Ride facilities which improve public transport accessibility without exacerbating road congestion at appropriate locations within the County. **NTA funded Park & Ride Schemes will be carried in accordance with the recommendations of the Park & Ride Development Office of the NTA.**

6. It is recommended that the proposed Material Amendment be altered as follows:

- MOV OBJ XX: “To ensure that design for cycle infrastructure for all relevant developments shall be carried out in accordance with the ~~NTA Cycle Manual~~ **Greater Dublin Area Cycle Network Plan, other relevant design standards or any successors to these documents.**”

<b>Submission No.:</b>	<b>MH-C52-21</b>
<b>Submitted By:</b>	Office of Public Works
<b>Submission Themes/Chapters:</b>	Chapter 6, SSFRA & Settlements
<b>Summary of submission</b>	
<p>The Office of Public Works (OPW), as lead agency for flood risk management in Ireland, welcomes the opportunity to comment on the Material Amendments to Draft Meath County Development Plan 2021-2027.</p> <p><b>1) Sequential Approach</b></p> <p>The Guidelines highlight the need for a Sequential Approach to managing flood risk, using mapped flood zones alongside considerations of the vulnerability of different types of development to give priority to development in zones of low flood probability. Only if there are no reasonable sites available in zones of low flood probability should consideration be given to development in higher flood probability zones. Land use zoning within Flood Zones that would be considered inappropriate or require application of the Justification Test, in accordance with Table 3.2 of the Guidelines, has been proposed in a number of settlements. The ‘Comments on Specific Settlements’ section below, details those that are proposed in the amendments to the draft plan. It should be noted that Plan-making Justification Tests have not been supplied for zonings originally proposed in the draft plan as required by the Guidelines.</p> <p><b>2) Plan-making Justification Tests</b></p>	



Lands that are predicted to be at risk from flooding are still zoned for development. The Chief Executive's Report states "Developments on such lands will be subject to a detailed Justification Test at Development Management Stage". The Justification Test is comprised of two processes, a Plan-making Justification Test and a Development Management Justification Test. This is not in keeping with the Guidelines, which requires the Council to satisfy the first part of the Justification Test. Where it is intended to zone or otherwise designate land that is at moderate or high risk of flooding, then the appropriateness of the particular development should be rigorously assessed through the application of the Justification Test.

### **3) Consideration of Climate Change Impacts**

OPW recommend the use of the CFRAM mid-range and high-end future scenario mapping and that the draft plan should consider the application of climate change parameters when zoning lands. The OPW recommend that the Draft Plan addresses how climate change has been considered in the production of this development plan. The potential impacts of climate change include increased rainfall intensities, increased fluvial flood flows and rising sea levels. In line with the Guidelines, while Flood Zones are defined on the basis of current flood risk, planning authorities need to consider such impacts in the preparation of plans, such as by avoiding development in areas potentially prone to flooding in the future, providing space for future flood defences, specifying minimum floor levels and setting specific development management objectives.

### **4) Coastal Change**

It should be noted that the Government has established an Inter-Departmental Group on Coastal Change Management to scope out an approach for the development of a national coordinated and integrated strategy to manage the projected impact of coastal change to our coastal communities, economies, heritage, culture and environment. The Inter-Departmental Group is jointly chaired by the Department of Housing, Planning and Local Government and the OPW and will bring forward options and recommendations for the Government to consider as soon as possible.

Bettystown and Laytown are identified on the ICPSS 2050 Erosion Line as areas that maybe vulnerable to coastal erosion. While not specifically covered by the Guidelines, Meath County Council should have regard to areas that may be at risk or vulnerable to coastal erosion or coastal change, including change associated with climate change (e.g. sea level rise, increased storm frequency, accelerated rates of coastal erosion, etc.).

### **5) Navan**

Amendment No 4 proposes extending General Enterprise and Employment zoning

into Flood Zone A. Development categorised as ‘Less vulnerable’ in the Guidelines is not appropriate in Flood Zone A, unless a Plan-making Justification Test completed by the local authority can be satisfied. The SFRA Review of Proposed Material Amendments recommends, “Meath County Council are required to apply Parts 1 & 2 of the Justification test” or “rezone Flood Zone A to open space at Plan Making Stage”. The Guidelines clearly state that all three criteria of the Justification Test must be satisfied. A Plan-making Justification Test has not been supplied and the lands have not been rezoned as Open Space. This site is at the periphery of the settlement and zoning lands in flood risk areas which do not satisfy Criteria 2 is not in keeping with the Sequential Approach, to avoid and substitute, especially if there are other lands at a lesser risk available.

Amendment No. 7 proposes rezoning Mixed Use to Existing Residential. The SFRA Review of Proposed Material Amendments has identified this area as located in Flood Zone A and this can be observed on the Flood Zone mapping provided where the site is inundated in Flood Zone A and B. The SFRA assessment notes that as the site is existing residential no further action is required in the SFRA. This is not the case as a Plan-making Justification Test is required for existing zonings in flood risk areas, please refer to the section above on Plan-making Justification Tests in relation to sites already developed. It would appear from the mapping that this area is undeveloped. Highly vulnerable development is not appropriate in Flood Zone A and B, and less vulnerable development is not appropriate in Flood Zone A unless a plan-making Justification Test completed by the local authority can be satisfied.

Amendment No.8, rezoning Mixed Use to New Residential, the SFRA Review of Proposed Material Amendments recommends, “Re-zone as OS if possible or apply the Justification Test and include an objective to retain 10m strip as open space”. The OPW would agree with this recommendation, to follow the Sequential Approach and avoid flood risk by zoning as a water-compatible type zoning such as Open Space or that the lands must satisfy a Plan-making Justification Test. Highly vulnerable development is not appropriate in Flood Zone A and B, and less vulnerable development is not appropriate in Flood Zone A, unless a Plan-making Justification Test completed by the local authority can be satisfied.

Amendment No.10 proposes extending the settlement boundary to include for a Tourism zoning, which will potentially be developed as a hotel. As stated by the SFRA Review of Proposed Material Amendments, the site is adjacent to a watercourse and is partly within Flood Zone B. Highly vulnerable development is not appropriate in Flood Zone B, unless a Plan-making Justification Test completed by the local authority can be satisfied.

## **6) Dunboyne/Clonee/Pace**

Amendment No.3, is to include an area of Existing Residential within the settlement boundary. The zoning is partially within Flood Zone B. Highly vulnerable

development is not appropriate in Flood Zone B, unless a Plan-making Justification Test completed by the local authority can be satisfied. Please see section on Justification Tests above in relation to sites already developed.

Amendments No.4 and No.5, identify proposed routes for new distributor roads. Highly vulnerable development, including essential infrastructure, is not appropriate in Flood Zone A and B and less vulnerable development, including local transport infrastructure, is not appropriate in Flood Zone A, unless a Plan-making Justification Test completed by the local authority can be satisfied. It should be noted that there are restrictions on the construction, replacement or alteration of bridges and culverts over any watercourse, and that appropriate consent from the Commissioners is required under Section 50 of the Arterial Drainage Act 1945.

#### **7) Ashbourne**

Amendment No. 13, rezoning New Residential to Community Infrastructure. In the previous zoning the area within Flood Zone B was zoned as Open Space, however this is proposed to be reduced with the new Community Infrastructure zoning now partially within Flood Zone B. Highly vulnerable development, is not appropriate in Flood Zone B unless a Plan-making Justification Test completed by the local authority can be satisfied.

#### **8) Kells**

Amendment No.5, the OPW would agree with the recommendation in the SFRA Review of Proposed Material Amendments, to rezone the flood risk lands as Open Space. Zoning as a water-compatible type would prevent encroachment and/or loss of floodplain. Otherwise a Plan-making Justification Test completed by the local authority should be satisfied.

#### **9) Trim**

Amendment No.6, proposes extending the settlement boundary to include for Community and Tourism zoning. The Tourism site is partially within Flood Zone A and B. Highly vulnerable development is not appropriate in Flood Zone A and B, and less vulnerable development is not appropriate in Flood Zone A, unless a Plan-making Justification Test completed by the local authority can be satisfied.

#### **10) Dunshaughlin**

Amendment No. 2, proposes zoning a greenfield site as General Enterprise and Employment which is outside the settlement boundary. The site is partially within

Flood Zone A, with other watercourses crossing the site. The Guidelines clearly state that all three criteria of the Justification Test must be satisfied. Zoning lands in flood risk areas which do not satisfy Criteria 2 is not in keeping with the Sequential Approach, to avoid and substitute, especially if there are other lands at a lesser risk available. It is not considered appropriate to zone less vulnerable development in Flood Zone A, and it is recommended that these lands should be rezoned as water-compatible type zoning such as Open Space.

### **11) Bettystown**

Amendment No. 4, rezoning General Enterprise and Employment to Strategic Employment Zones (High Technology Uses)/ General Enterprise & Employment. The site is partially within Flood Zone A and B. Highly vulnerable development is not appropriate in Flood Zone A and B, and less vulnerable development is not appropriate in Flood Zone A, unless a Plan-making Justification Test completed by the local authority can be satisfied.

Amendment No. 5, proposes extending the settlement boundary to include for Tourism zoning, which appears will include camping and mobile homes. Caravans and mobile home parks are classified as highly vulnerable, and short-let caravans and camping (subject to specific warning and evacuation plans) are classified as less vulnerable and are not considered suitable in Flood Zones A and B and Flood Zone A respectively unless a Plan-making Justification Test completed by the local authority can be satisfied.

Amendment No. 6, proposes extending the settlement boundary to include New Residential, Open Space and Tourism zoning. The New Residential site is located within Flood Zone A and B. Highly vulnerable development is not appropriate in Flood Zone A and B, and less vulnerable development is not appropriate in Flood Zone A, unless a Plan-making Justification Test completed by the local authority can be satisfied. This site is at the periphery of the settlement. Zoning lands in flood risk areas which do not satisfy Criteria 2 is not in keeping with the Sequential Approach, to avoid and substitute, especially if there are other lands at a lesser risk available.

Amendment No. 10, rezoning Commercial Town or Village Centre as Existing Residential. The lands are located in Flood Zone A. The SFRA assessment notes that as the lands are existing residential no further action is required at plan-making stage. This is not the case as a Plan-making Justification Test is required for existing zonings in flood risk areas. Please refer to section above on Plan-making Justification Tests in relation to sites already developed. Highly vulnerable development is not appropriate in Flood Zone A and B, and less vulnerable development is not appropriate in Flood Zone A, unless a Plan-making Justification Test completed by the local authority can be satisfied.

Amendment No.11, rezoning Open Space as New Residential. Planning permission

has been granted to construct new dwellings on this site that is located in Flood Zone A and is within the benefitting area of the Mornington Flood Relief Scheme. It is stated in the SFRA Review of Proposed Material Amendments that a Justification Test was supplied. The Justification Test has two parts, a Plan-making Justification Test and a Development-management Justification Test. It is assumed that this refers to a Development-management Justification Test. The Plan-making Justification which must be satisfied by the Council has not been supplied for this site and there is no comment that one has been completed and satisfied. Highly vulnerable development is not appropriate in Flood Zone A and B, and less vulnerable development is not appropriate in Flood Zone A, unless a Plan-making Justification Test completed by the local authority can be satisfied.

## **12) Ratoath**

Amendment No.3, proposed reducing with Open Space zoning, with the Commercial Town or Village Centre. The Commercial Town or Village Centre zoning is now partially within Flood Zone A and B. Highly vulnerable development is not appropriate in Flood Zone A and B, and less vulnerable development is not appropriate in Flood Zone A, unless a Plan-making Justification Test completed by the local authority can be satisfied.

## **13) Athboy**

Amendment No.3, proposes a Community zoning outside the settlement boundary. The site is partially within Flood Zone A and B. Highly vulnerable development is not appropriate in Flood Zone A and B, and less vulnerable development is not appropriate in Flood Zone A, unless a Plan-making Justification Test completed by the local authority can be satisfied. The SFRA Review of Proposed Material Amendments recommends, "Meath County Council are required to apply Parts 1 & 2 of the Justification test" or "rezone Flood Zone B to open space at Plan Making stage". The Guidelines clearly state that all three criteria of the Justification Test must be satisfied. A Plan-making Justification Test has not been supplied and the lands have not been rezoned as Open Space. This site is at the periphery of the settlement and zoning lands in flood risk areas which do not satisfy Criteria 2 is not in keeping with the Sequential Approach, to avoid and substitute, especially if there are other lands at a lesser risk available.

## **14) Gormanston**

Amendment No.1, proposes extending the settlement boundary to include a Transport and Utilities, which will be a recreational carpark. The site is within Flood Zone A and B. The OPW agrees with the SFRA Review of Proposed Material Amendments, that carparking is water compatible use and a Justification Test is not required. An Objective could be included to state that only water compatible land uses are permitted such as the carpark.

## 15) Slane

Amendment No.4, rezoning High Amenity as Tourism. The zoning is within Flood Zone A and B. Highly vulnerable development is not appropriate in Flood Zone A and B, and less vulnerable development is not appropriate in Flood Zone A, unless a Plan-making Justification Test completed by the local authority can be satisfied.

## 16) Summerhill

Amendment No.2, proposes extending the settlement boundary to include a Community zoning, which will be elderly accommodation. Highly vulnerable development is not appropriate in Flood Zone A and B, and less vulnerable development is not appropriate in Flood Zone A, unless a Plan-making Justification Test completed by the local authority can be satisfied. The SFRA Review of Proposed Material Amendments recommends, "Meath County Council are required to apply Parts 1 & 2 of the Justification test" or "rezone Flood Zone A to open space at Plan Making stage". The Guidelines clearly state that all three criteria of the Justification Test must be satisfied. A Plan-making Justification Test has not been supplied and the lands have not been rezoned as Open Space. Zoning lands in flood risk areas which do not satisfy Criteria 2 is not in keeping with the Sequential Approach, to avoid and substitute, especially if there are other lands at a lesser risk available.

### Chief Executive Response

The OPW submission raises a number of important issues relating to flood risk management, zoning of lands for future development and dealing with planning applications in potential flood risk areas through the Development Management process. Each of the issues will be dealt with in the order in which they are summarised above.

#### 1) Sequential Approach

Meath County Council apply the sequential approach to flood risk management in both implementing Forward Planning and the Development Management processes. Given the review of the CDP is at material amendments stage, it is not consider necessary, appropriate or possible to undertake such a significant review at this stage. Provision is provided within the SFRA to manage flood risk in existing areas of development that have a potential risk of flooding. The Plan Making Justification Test has been applied throughout the plan making process and MCC acknowledge and accept that some alterations are required to a number of areas to ensure that development does not occur within such areas, or part thereof. Each of these amendments will be dealt with hereunder. The SFRA is a live document that is designed to be updated as further flood risk information becomes available

and changes to the development plan are proposed under any future variations. All undeveloped residential zoned land (A2) has undergone the sequential approach and plan justification test and are therefore located within Flood Zone C. The majority of other lands within Flood Zones are substantially developed and any further development proposals for same will be subject to detailed Site Specific Flood Risk Assessment at Development Management level.

## **2) Plan Making Justification Tests**

It should be noted that no new zoning is proposed on lands at risk of flooding (subject to minor alterations suggested in this section below). The existing zonings referenced in the draft Plan have been in place for numerous development plan periods and the SSFRA carried out as part of the Draft Plan included the most up to date data and studies at the time of preparing the plan. The SSFRA was carried out JBA Consultants on behalf of MCC. Section 5 of the SSFRA includes a review of the land use zoning objectives for each settlement within the plan and provides a comprehensive summary of flood risk and justification where necessary.

Please also refer to the OPR submission (MH-C52-293) which required the Council to omit a number of zonings which are partially located within Flood Zones and as per the OPW recommendations in this submission, a number of other portions of lands which are located within Flood Zones will be rezoned to F1 Open Space.

INF Pol 18 to INF POL 29 and INF OBJ 20 to INF OBJ 28 provide detailed policies and objectives which apply to all development proposals within lands at any risk of flooding and are the overarching policies and objectives which apply to all settlements detailed in Volume 2. Developments on such lands will be subject to a detailed Justification Test at Development Management Stage. The Planning Authority will continue to refer relevant planning applications within/proximate to flood zones to the OPW for comment and will liaise with the OPW in preparing the LAP's for the settlements.

## **3) Consideration of climate change impacts**

The OPW comment is noted. The SFRA used CFRAM/FEMFRAM climate change mapping, where available, to assess the impacts of climate change.

### *National Indicative fluvial mapping*

This is noted. MCC plan to incorporate the NIFM mapping into plan making, and particularly the suite of LAPs to be developed during the plan period and also use this in conjunction with the County Flood Zone mapping when assessing planning applications at Development Management stage. The NIFM mapping can formally be amalgamated into the SFRA under another iteration of the SFRA live document.

## **4) Coastal Change**

The majority of the undeveloped coastal fringe is either zoned H1 High Amenity or is outside the settlement boundaries. Development proposals within existing developed areas will need to have regard to potential for erosion when any planning applications are considered. Outside the development boundary in areas that are at potential risk, as identified by the ICPSS mapping, careful consideration will be given by MCC as to the location and nature of any proposed development.

#### **5) Navan Amendment No. 4**

It is noted that a portion of the proposed E2 lands to the north are subject to potential flooding and therefore any development proposal on such lands will have to include an SSFRA in accordance with INF POL 14-29 of the MCDP. The OPW submission recommends that the portion of lands within the potential flood zone are rezoned to F1 Open Space. The land is adjoining the RA Rural Area and therefore a RA Rural Area zoning is considered appropriate for same. This amendment involves extending the area of industrial use beyond Kilsaran's existing industrial site at the end of the lane to allow for future industrial development, as the lane is developed. There is a strategic landbank located between the existing E2 zoned lands and the railway line to the west which would allow for the future expansion of the existing businesses at this location in addition to new employment opportunities. It is recommended that the lands between the existing E2 zoning and the railway line to the west should be zoned for E2 General Enterprise & Employment purposes. The upgrade of the access road into this industrial estate will facilitate greater traffic numbers that can enter the site in a safe and efficient manner.

#### **Navan Amendment No. 7**

As per the OPR Recommendation no. 2 the Planning Authority is required to omit the proposed material alteration.

#### **Navan Amendment No. 8**

While the comments of the OPW are noted, the subject lands were previously zoned and have the benefit of planning permission. In the assessment of the planning application, a development management flood risk assessment (including the justification test) were carried out on the proposed development. It is considered that an 'A2 New Residential' zoning properly reflects the terms of the SHD planning permission granted by An Bord Pleanála in 2019 and would also more accurately reflect the proposed use for the site as set out in the Draft Plan. It is also 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 to the northern end of the site. 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 SHD scheme granted (ABP- 304840-19), it is considered appropriate that the zoning be amended to A2 New



Residential.

### **Navan Amendment No. 10**

The site is adjacent to a watercourse and the D1 zoning is partly located within Flood Zone B. As per INF POL 22, it is recommended that a 10m open space zoning is provided from the watercourse in line with the Flood Consultant Report and the OPW submission.

### **6) Dunboyne/Clonee/Pace Amendment No. 3**

While the comments of the OPW above are noted, the zoning amendment is reflective of the existing land use and is therefore considered acceptable. The lands are the only portion of land at this location which are not zoned between the development boundary and the M3 motorway. It is therefore considered logical and appropriate to zone same and reflect the existing uses at present. An F1 Open Space zoning is considered appropriate to the most southern portion of the lands which are liable to flooding. Any development of lands within the Flood Zone will require a SSFRA but it is noted that only water compatible uses are open for consideration on such lands.

### **Dunboyne/Clonee/Pace Amendments No.4 and No.5**

The lands to the east of the Dunboyne rail station, as identified in Amendment 04, were zoned utilities rather than A2 new residential. This was a mapping error and never formed part of the train station and car park. The lands are not subject to flooding and this is quite simply a mapping error that is being corrected under the amendment.

It is acknowledged and recognised that some of the indicative routes were incorrectly identified on the Draft Map and this has now been corrected. The comments of the Flood Consultant and the OPW are noted and the development of these indicative routes will require detailed Flood Studies to be carried out as part of any planning applications. No such roads will interfere with flood plains and the final routes will not be chosen until detailed design of the corridor and selected routes are chosen.

### **7) Ashbourne Amendment No. 13**

It is noted that a significant portion of these lands at Killeghland relates to a site which was the subject of a recent grant of permission for a primary school as per AA/191243. The proposed amendment was for the site to be rezoned from A2 New Residential to G1 Community Infrastructure to reflect the proposed use that was granted planning permission. The planning application was subject to a detailed SSFRA and therefore met the justification test. It is considered appropriate to zone the lands as per the material amendment which is consistent with the proposed

school development that is approved.

#### **8) Kells Amendment No.5**

With regard to the comments from the OPW and our Flood Consultant feedback, it is considered appropriate to rezone the lands within the Flood Zone as F1 Open Space.

#### **9) Trim Amendment No. 6**

As per the OPR Recommendation no. 2, the Planning Authority is required to omit the proposed material alteration.

#### **10) Dunshaughlin Amendment No. 2**

As per the OPR Recommendation no. 5, the Planning Authority is required to omit the proposed material alteration.

#### **11) Bettystown Amendment No. 4**

It is considered that a hybrid zoning that facilitates both E1 and E2 associated uses will allow for a further variety of uses rather than only E2 general enterprise / employment uses is appropriate and acceptable. The comments contained in the Flood Consultant Report and OPW submission are noted and it is recommended that the relevant portion of the lands within the Flood Zone are zoned F1 Open Space.

#### **Bettystown Amendment No. 5**

As per the OPR Recommendation no. 2, the Planning Authority is required to omit the proposed material alteration.

#### **Bettystown Amendment No. 6**

As per the OPR Recommendation no. 2, the Planning Authority is required to omit the proposed material alteration.

#### **Bettystown Amendment No. 10**

In relation to the Land Use Zoning, it is considered that the zoning should be amended from A1 Existing residential as proposed in the Draft Plan to B1 Town Centre as the lands are located within the centre of Laytown adjoining B1 lands. A B1 zoning is considered appropriate owing to the site location and the adjoining land uses. While the comments of the OPW are noted, there are 2 existing habitable dwellings onsite. Any redevelopment proposals for the lands will require submission of a SSFRA with any planning application.

### **Bettystown Amendment No.11**

As per the OPR Recommendation no. 2, the Planning Authority is required to omit the proposed material alteration.

### **12) Ratoath Amendment No. 3**

The original zoning avoided Flood Zone A/B for the B1 Town Centre zoning. The Executive recommends rezoning within Flood Zone A/B to F1 Open Space as advised by both the OPW and the Flood Consultant Report.

### **13) Athboy Amendment No. 3**

As per the OPR Recommendation no. 2, the Planning Authority is required to omit the proposed material alteration.

### **14) Gormanston Amendment No. 1**

It is recognised that there is a need to facilitate adequate parking facilities associated with Gormanston Beach. The Council supports the identification of suitable lands for the delivery of same subject to flooding assessment(s) and other normal planning considerations. It should be noted that this is a narrow strip of land which is contained partially within the flood zones A & B. Having regard to the Flooding, AA and SEA Consultant Reports, it is recommended that this sensitive site is not zoned for Transport and Utilities as identified in the Material Amendment.

### **15) Slane Amendment No. 4**

As per the OPR MA Recommendation no. 02, the Planning Authority is required to omit the proposed material alteration.

### **16) Summerhill**

As per the OPR Recommendation no. 2, the Planning Authority is required to omit the proposed material alteration.

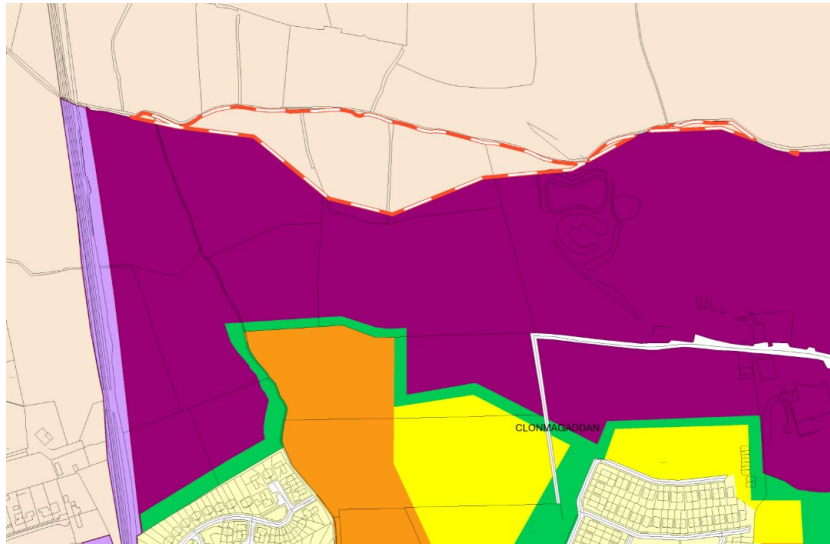
## **Chief Executive Recommendation**

### **1) Navan Amendment No. 4**

A portion of the proposed E2 lands to the north are subject to potential flooding. The lands are adjoining the Rural Area and consequently it is recommended to

rezone the portion of lands within Flood Zone A to RA Rural Area as per map below.

It is recommended that the Plan be made with the proposed Material Amendment as displayed, subject to the following minor modification;



*Proposed modification – rezone portion of E2 lands within the Flood Zone to R/A Rural Area*

#### **Navan Amendment No. 7**

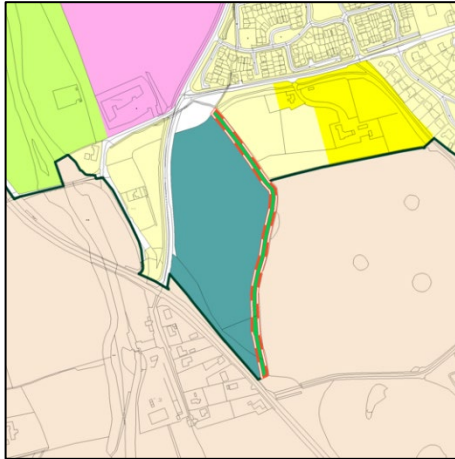
As per the OPR Recommendation no. 2, the Planning Authority is required to omit the proposed material alteration and therefore, it is recommended that the Plan be made without the proposed Material Amendment as displayed.

#### **Navan Amendment No. 8**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

#### **Navan Amendment No. 10**

It is recommended that the Plan be made with the proposed Material Amendment as displayed, subject to the following minor modification;



*Proposed modification - Zone a strip to east of site within Flood Zone B to F1 Open Space.*

## **2) Dunboyne/Clonee/Pace Amendment No. 3**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

## **Dunboyne/Clonee/Pace Amendments No.4 and No.5**

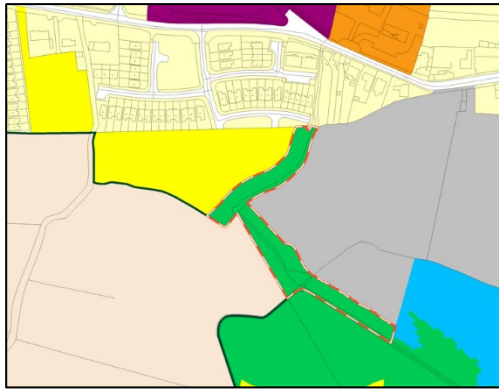
It is recommended that the Plan be made with the proposed Material Amendment as displayed.

## **3) Ashbourne Amendment No. 13**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

## **4) Kells Amendment No.5**

As per the recommendation of the OPW, it is recommended to rezone a portion of lands within the Flood Zone as F1 Open Space. It is recommended that the Plan be made with the proposed Material Amendment as displayed, subject to the following minor modification;



*Proposed modification – portion of land within the Flood Zone along the western boundary to be rezoned as F1 Open Space*

#### **5) Trim Amendment No. 6**

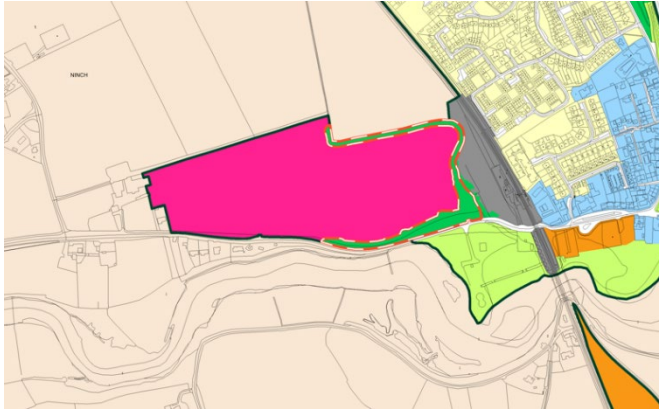
As per the OPR MA Recommendation 02, the Planning Authority is required to omit the proposed material alteration. It is recommended that the Plan be made without the proposed Material Amendment as displayed.

#### **6) Dunshaughlin Amendment No. 2**

As per the OPR recommendation number 05, the Planning Authority is required to omit proposed material alteration. It is recommended that the Plan be made without the proposed Material Amendment as displayed.

#### **7) Bettystown Amendment No. 4**

The comments contained in the Flood Consultant Report and OPW submission are noted and it is recommended that the portion of the lands within the Flood Zone are rezoned to F1 Open Space as per the map below. It is recommended that the Plan be made with the proposed Material Amendment as displayed, subject to the following minor modification;



*Proposed modification – land within Flood Zone rezoned to F1 Open Space*

### **Bettystown Amendment No. 5**

As per the OPR Recommendation 02, it is recommended that the Plan be made without the proposed Material Amendment as displayed.

### **Bettystown Amendment No. 6**

As per the OPR recommendation 02, it is recommended that the Plan be made without the proposed Material Amendment as displayed.

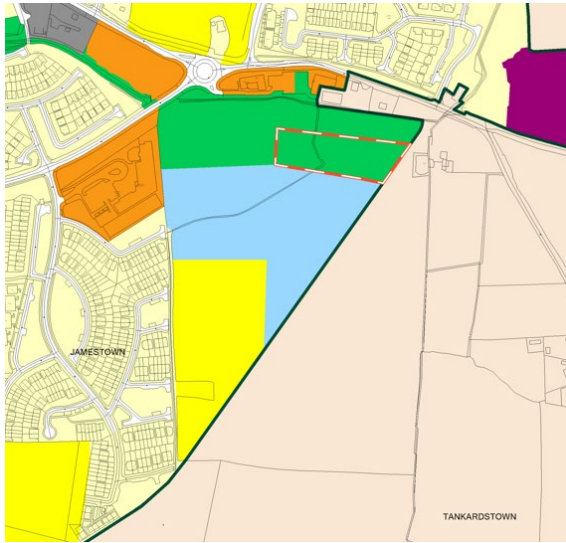
### **Bettystown Amendment No. 10**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

### **8) Ratoath Amendment No.3**

It is recommended that the Plan be made with the proposed Material Amendment as displayed, subject to the following modification;

Rezoning the lands within Flood Zone A and B to F1 Open Space as illustrated below.



*Proposed modification – lands within Flood Zone to be rezoned to F1 Open Space*

#### **9) Athboy Amendment No.3**

As per OPR recommendation no. 2, the planning authority is required to omit this zoning.

#### **10) Gormanston Amendment No.1**

Having regard to the Flooding, AA and SEA Consultant Reports, it is recommended that this sensitive site is not zoned for TU objective and should be retained a Rural Area zoning. It is recommended that the Plan be made without the proposed Material Amendment as displayed.

#### **11) Slane Amendment No.4**

As per OPR recommendation no. 2, the Planning Authority is required to omit this zoning.

#### **12) Summerhill**

As per the OPR Recommendation no. 2, the Planning Authority is required to omit the proposed material alteration.



# CHAPTER 1

## Introduction

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 1.1</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	NOM 69 Cllr. David Gilroy
<b>Chapter/Section</b>	Section 1.4.2 National and Regional Guidance
<b>Proposed Material Amendment</b>	
<p>Insert the following body text into Volume 1, Chapter 1, Section 1.4.2 ‘National and Regional Guidance’.</p> <p><b>International Guidance</b></p> <p><b>The Sustainable Development Goals (SDGs) were adopted by all United Nations Member States in 2015 as a roadmap to a better, more inclusive and equitable world and aims to bring every single person on this journey, a plan of action for people, planet, prosperity, peace and partnership.</b></p> <p><b>The 17 SDGs are integrated—that is, they recognize that action in one area will affect outcomes in others, and that development must balance social, economic and environmental sustainability.</b></p> <p><b>Meath County Council will embrace the SDGs and embed them into our services, projects and actions, and to include them in policy making going forward.</b></p> <p>Insert the following Policy;</p> <p><b>INT POL 1: To promote the UNs Sustainable Development Goals within Meath County Council for our customers and stakeholders through the actions and policies taken by the organisation.</b></p>	
<b>Submissions Received on MA</b>	MH-C52-113 - Inland Fisheries Ireland
<b>Summary of Submission</b>	
<p><u>MH-C52-113 - Inland Fisheries Ireland</u></p> <p>Inland Fisheries Ireland (IFI) is a statutory agency responsible for inland fisheries in Ireland. Under section 7(1) of the Inland Fisheries Act 2010 (No. 10 of 2010) the principal function of IFI is the protection, management and conservation of the inland fisheries resource.</p>	

Having examined the proposed material alteration of the County Development Plan, IFI has no observations from a fisheries perspective.

### **Chief Executive Response**

#### MH-C52-113 - Inland Fisheries Ireland

Meath County Council welcome the submission of Inland Fisheries Ireland (IFI) as a statutory consultee. As outlined in the submission IFI have no comments on the material amendments and there are no changes required to the material amendments on foot of this submission.

The Sustainable Development Goals (SDGs) were adopted by all United Nations Member States in 2015 as a roadmap to a better, more inclusive and equitable world and aims to bring every single person on this journey, a plan of action for people, planet, prosperity, peace and partnership. The Chief Executive acknowledges that these goals form the foundation of a better future and the need to incorporate these goals into the Development Plan.

### **Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 1.2</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	NOM 70 Cllr. Ronan Moore
<b>Chapter/Section</b>	Section 1.4.3 'National Policy'
<b>Proposed Material Amendment</b>	
<p>Insert the following body text into Section 1.4.3 'National Policy':</p> <p><b>Climate Action Fund</b></p> <p><b>Set up as one of four funds under that National Development Plan 2018-2027 aspart of Project Ireland 2040. The aim of this fund is to support initiatives that contribute to the achievement of Ireland’s climate and energy targets.</b></p> <p><b>The Fund will also seek to facilitate projects that contribute to other Governmentpolicy priorities including:</b></p> <ul style="list-style-type: none"> <li>• <b>Supporting innovation and capacity building towards the development of climate change solutions capable of being scaled and delivering benefitsbeyond a once-off impact</b></li> <li>• <b>Generating wider socio-economic benefits such as job creation, air qualityimprovements, reduction in fuel poverty, bio-diversity and community resilience and development</b></li> </ul> <p>Insert the following Policy;</p> <p><b>INT POL 2: To utilise the Climate Action Fund established under the National Development Plan to facilitate public and private climate mitigation and adaptation projects in line with criteria set out by the fund at that time.'</b></p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>The Climate Action Fund is being actively investigated and researched by Meath County Council and will continue to be considered over the lifetime of the Climate Action Fund. It is therefore considered appropriate to provide an overview of the Climate Action Fund in the Draft Plan and support the use of the fund by way of the above policy.</p>	

**Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

# CHAPTER 2

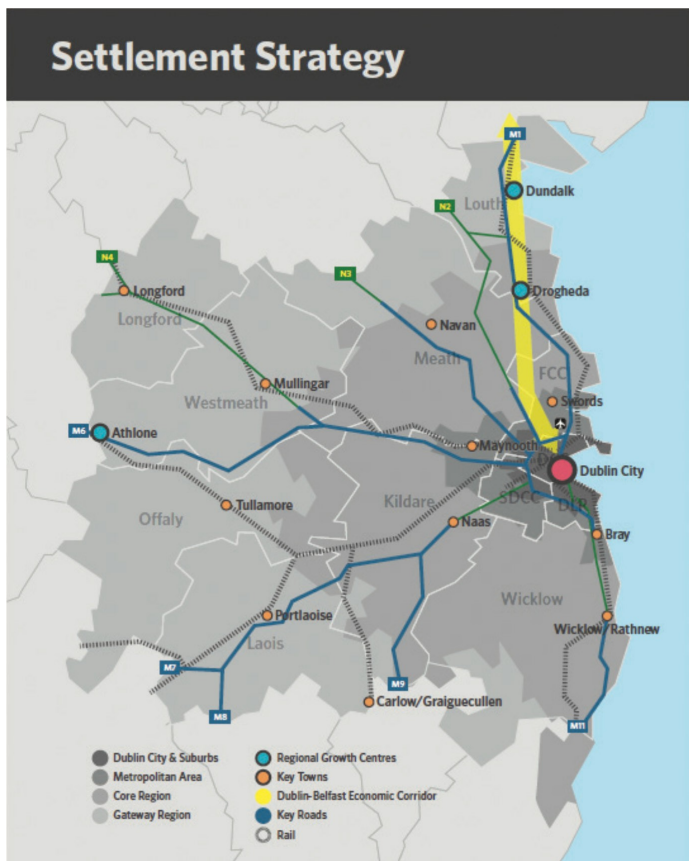
## Core Strategy

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 2.1</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-60 Eastern and Midland Regional Assembly (EMRA)
<b>Chapter/Section</b>	Section 2.4.2.4

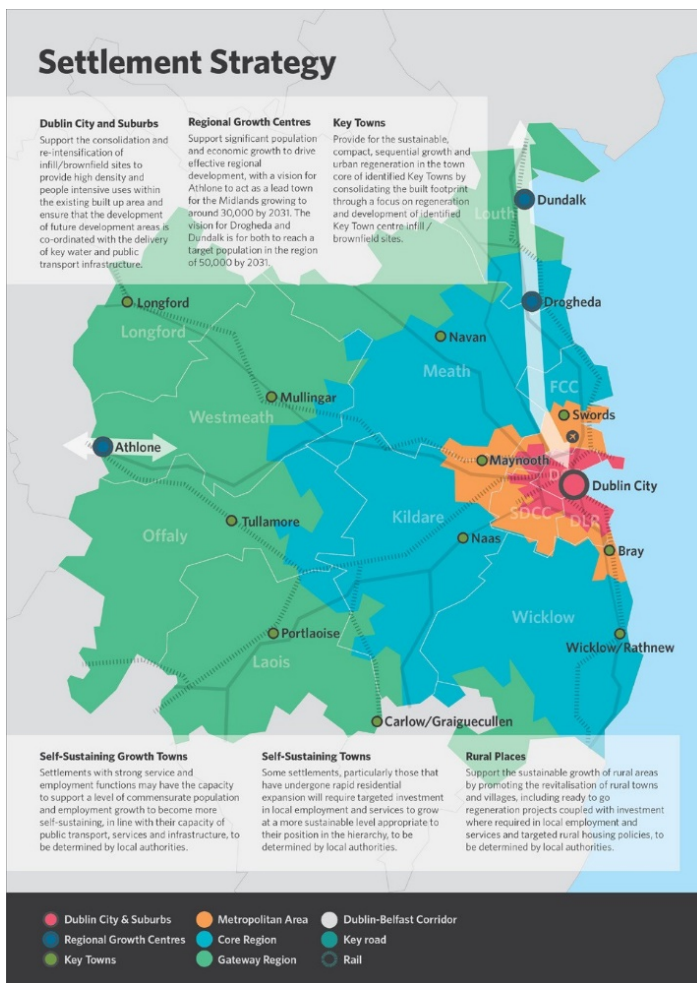
**Proposed Material Amendment**

Section 2.4.2.4 ‘Economic Strategy’ - Change to Map 2.1 Policy Areas in the Eastern and Midland Region to include updated version produced by EMRA as follows:

Map 2.1 Policy Areas in the Eastern and Midland Region



Draft Plan



Proposed Change

Submissions Received on MA

No Submissions Received

### Chief Executive Response

As per the submission made by the Eastern and Midland Regional Assembly on the Draft Meath County Development Plan document, Meath County Council consider that the updating of Map 2.1, is appropriate to ensure consistency with the Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy 2019-2031.

### Chief Executive Recommendation

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 2.2</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator (OPR)
<b>Chapter/Section</b>	Section 2.4.3
<b>Proposed Material Amendment</b>	
<p>Amend Table 2.3: ‘Settlement Hierarchy for Meath’ in Section 2.4.3 ‘The influence of the RSES on shaping future growth in Meath’ as follows:</p> <p><b>Clonee</b> designated as a Rural Village as opposed to ‘Towns &amp; Villages’  <b>Ballivor and Longwood</b> designated as small town as opposed to villages in Tier 5  <b>Duleek</b> moves from Towns /Villages to a Self-sustaining Town</p> <p>Please refer to Vol 3 Book of Maps Amendment no. 1 for the associated Settlement Hierarchy Map.</p>	

Table 2.3 Settlement Hierarchy for Meath

Settlement Typology	Description	Location
Dublin City and Metropolitan Area	International business core with a highly concentrated and diversified employment base and higher order retail, arts, culture and leisure offer. Acts as national transport hub with strong inter and intra-regional connections and an extensive commuter catchment.	Dublin City and suburbs Dunboyne/Dunboyne North/ Clonee Maynooth Kilcock
Regional Growth Centres	These are large towns with a high level of self- sustaining employment and services that act as regional economic drivers and play a significant role for a wide catchment area.	Drogheda
Key Towns	Large economically active service and/or county towns that provide employment for their surrounding areas and with high quality transport links and the capacity to act as growth drivers to complement the Regional Growth Centres.	Navan, Maynooth
Self-Sustaining Growth Towns	Towns with a moderate level of jobs and services - includes sub-county market and commuter towns with good transport links and capacity for continued commensurate growth to become more self- sustaining.	Ashbourne, Dunshaughlin, Kells, Trim, Dunboyne/ Dunboyne North
Self-Sustaining Towns	Towns with high levels of population growth and a weak employment base which are reliant with other areas for employment and/or services and which require targeted 'catch-up' investment to become more self-sustaining.	Laytown Bettystown- Mornington- Donacarney, Ratoath, Enfield, Stamullen, Kilcock, <b>Duleek</b>
Towns and Villages	Towns and villages with local service and employment functions.	Towns - Athboy, Oldcastle, Villages - Ballivor, Longwood, <del>Clonee</del> , <del>Duleek</del>



Settlement Typology	Description	Location
Rural	Rural villages less than 1,500 and the wider rural region.	Carlanstown, Carnaross, Clonard, <b>Clonee</b> , Crossakiel, Donore, Drumconrath, Gibbstown, Gormanston, Julianstown, Kentstown, Kilbride, Kildalkey, Kilmainhamwood, Kilmessan, Moynalty, Nobber, Rathcairn, Rathmolyon, Slane, Summerhill
<b>Submissions Received on MA</b>	MH-C52-293 - Office of the Planning Regulator	
<b>Summary of Submission</b>		
<p><u>MH-C52-293 - Office of the Planning Regulator</u>  For summary, response and recommendation see Item 10 of the response to the Office of the Planning Regulator (MH-C52-293).</p>		
<b>Chief Executive Response</b>		
<p><u>MH-C52-293 - Office of the Planning Regulator</u>  For summary, response and recommendation see Item 10 of the response to the Office of the Planning Regulator (MH-C52-293).</p> <p>Please note that minor clarifications in relation to Table 2.3 were passed as part of the ERRATA by the Elected Members. The changes in the ERRATA, which includes two additional rows clarifying the ‘RSES Settlement Typology’ and the ‘Settlement Hierarchy for Meath’ will be included in the adopted version of the Development Plan. Please refer to Section 2.4.3 of the ERRATA document in Volume 3 of the Chief Executive Report on Material Amendments for further details.</p>		
<b>Chief Executive Recommendation</b>		
It is recommended that the Plan be made with the proposed Material Amendment as displayed, as noted in the response to Item 10 of the OPR MH-C52-293.		

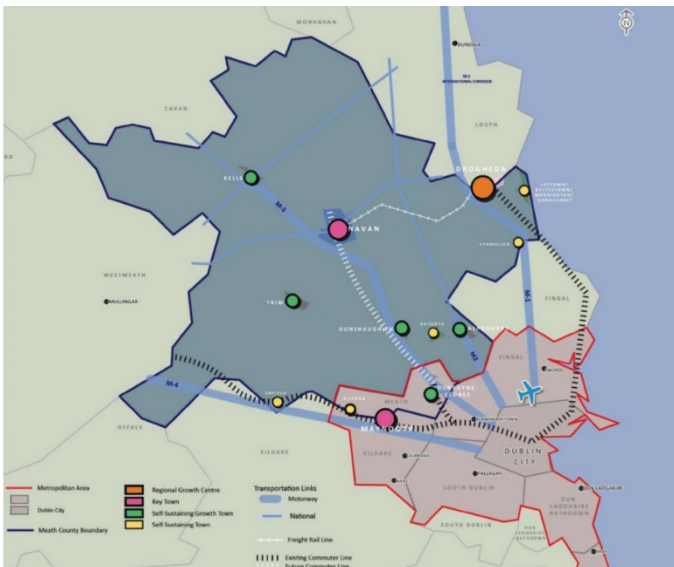
Amendment No.:	Proposed Amendment Chapter 2.3
Submission/ NOM/ (FTF)NOM Numbers	MH-C5-816 Office of the Planning Regulator
Chapter/Section	Section 2.5 Core Strategy Map

**Proposed Material Amendment**

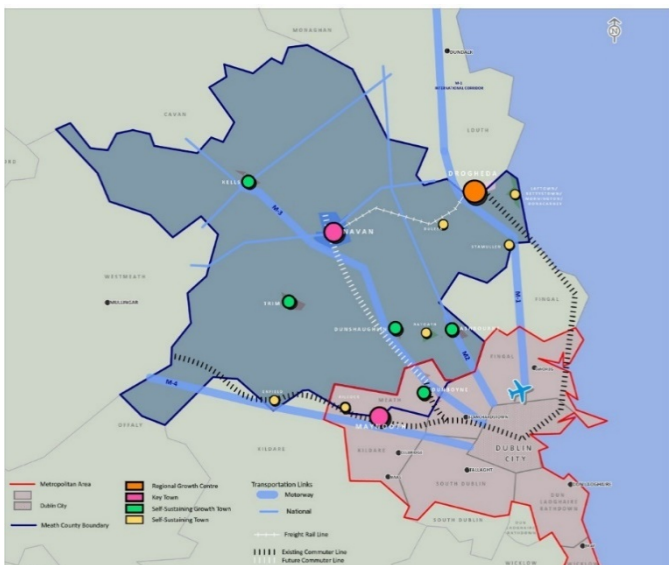
Amend Map 2.3 Core Strategy Map in section 2.5 ‘Core Strategy Map’ to show the changes as per Table 2.3 detailed above

- Identification of **Duleek** as a self-sustaining town on this map

Map 2.3 Core Strategy Map



Draft Plan



Proposed changes: ‘Duleek identified as a Self-Sustaining Town’

<b>Submissions Received on MA</b>	MH-C52-293 – Office of Planning Regulator
<b>Summary of Submission</b>	
<p><u>MH-C52-293 – Office of the Planning Regulator</u>  For summary, response and recommendation see Item 10 of the response to the Office of the Planning Regulator (MH-C52-293).</p>	
<b>Chief Executive Response</b>	
<p><u>MH-C52-293 – Office of the Planning Regulator</u>  For summary, response and recommendation see Item 10 of the response to the Office of the Planning Regulator (MH-C52-293).</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed, as noted in the response to the OPR MH-C52-293.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 2.4</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-381 <i>Brady Hughes on behalf of the Farrellys</i>
<b>Chapter/Section</b>	Section 2.8.1.1
<b>Proposed Material Amendment</b>	
<p>Remove the term ‘transitional arrangement’ from the last paragraph of Section 2.8.1.1 ‘Joint Urban Area Plan for Drogheda’ (body text) –</p> <p>‘This <del>‘transitional arrangement’</del> will ensure there is sufficient land available to facilitate population growth and economic development based on its designation as a Regional Growth Centre. 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’.</p>	
<b>Submissions Received on MA</b>	MH-C52-116 - Protect East Meath Limited
<b>Summary of Submission</b>	
<p><u>MH-C52-116 – Protect East Meath Limited</u></p> <p>In relation to proposed amendment Chapter 2.4, this submission is of the view that the words, “<i>transitional arrangement</i>”, should be retained as part of adopted plan. The purpose outlined for this is that if the words “<i>transitional arrangement</i>” are removed it would then result in the proposed zoning for the Southern Drogheda Environs being permanent. It is also submitted that if the words “<i>transitional arrangement</i>” are removed as part of the material amendments, then this would discourage Meath County Council from adopting the Joint Urban Area plan for Drogheda which could result in a reduction in the quantum of lands zoned.</p>	
<b>Chief Executive Response</b>	
<p><u>MH-C52-116 Protect East Meath Limited</u></p> <p>This matter was addressed as part of the response to the Office of the Planning Regulator (OPR) submission on the Draft Plan (MH-C5-816 Observation 9) and was included in the Chief Executive’s Report on the Draft Plan. It is was agreed that the wording “<i>transitional arrangement</i>” introduced an element of uncertainty and there was a concern that the legal status of any permission granted based on the policy including the words “<i>transitional arrangement</i>” could lead to housing units as well as other developments not being delivered. On this basis, it was agreed that the appropriate response was to remove this wording as per the response to submission MH-C5-381 on the Draft Plan.</p> <p>As part of the Proposed South Drogheda Amendment No. 1 which amends STH DRO OBJ 1, Meath County Council are fully committed to preparing a Joint Vision and Urban Area Plan for Drogheda in partnership with Louth County Council, “<i>as a priority</i>”. In this regard, there is commitment and agreement between both Local Authorities to undertake a review of all zoning (including residential) as part of the preparation of the Joint Urban Area Plan (JUAP)</p>	

and this has been outlined and accepted by the OPR. Based on the above, the Chief Executive does not accept the views expressed that the removal of the words “*transitional arrangement*” will lead to the zoning of lands in Southern Drogheda remaining permanent.

In support of the above approach and as part of the CE response to the previous submission by the OPR, (MH-C5-816 Recommendation 3), it was noted that a likely variation to the new CDP will be required in order to incorporate forthcoming S28 Ministerial Guidelines for a Housing Need Demand Assessment (HNDA). Since then, Housing Supply Target Methodology for Development Planning Guidelines have also been released in December 2020. Meath County Council are fully committed to incorporating the above into the Meath CDP 2021-2027 by way of variation under S13 of the Planning and Development Act 200-2020. This provides a further demonstration that the proposed zoning for the Southern Drogheda Environs will not remain permanent.

As part of the Draft Louth County Development Plan 2021-2027, Louth County Council have taken a similar approach with a commitment to undertake further assessments as part of the preparation of the JUAP. As part of the Chief Executive Report on the Draft Louth County Development Plan 2021-2027, the CE states the following “*The Council agrees with MCC that a more detailed analysis of the zoned lands will be carried out as part of the preparation of the LAP and appropriate phasing arrangements will be put in place...*”

In this regard, Meath County Council are of the view that the approach being taken is consistent with the NPF, RSES for the EMRA area, as well as the approach of the adjoining local authority. It is also noted that this approach has been discussed and agreed with the Department of Housing, Local Government and Heritage, the OPR and the Eastern & Midland Regional Assembly. It is considered that the removal of the words “*transitional arrangement*” will not result in the proposed zoning being permanent and will also not result in prejudicing the preparation of the JUAP.

### Chief Executive Recommendation

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 2.5</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator
<b>Chapter/Section</b>	Section 2.8.2
<b>Proposed Material Amendment</b>	
Amend Section 2.8.2 ‘Population Projections’ under Table 2.6 with the following bodytext:  The population projection for Meath is therefore 227,500 in 2026. <b>The difference between the projected 2026 population for the county and the projected 2031</b>	

population is 4,000. When this growth is divided across the five-year period, it results in an annual increase of 800 people per year. This results in the population projection for Meath being 228,300 in 2027 (with population figures to be reviewed on the publication of the 2022 census).

The consequent additional population for 2027 has been directed into Navan as this reflects the County Town and Key Town status of this settlement.

Changes to Table 2.11 'Core Strategy Table as follows:

- Accommodate additional population (for 2027)
- Provide quantum of hectares for existing residential lands in each settlement
- Provide quantum of hectares for mixed use lands in each settlement
- Amend settlement hierarchy to clarify status of Duleek, Ballivor and Longwood
- Amend the approach to Tier 6 settlements to provide a global figure in lieu of a figure for each tier 6 settlement.

The amendments to this table shall be reflected across the different sections of the development plan as required.

**Table 2.11 Core Strategy Table from the Draft Plan**

Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I
Settlement	Population 2016	Projected population increase to 2026	Projected population 2026	Approximate households completed 2016-2019	Extant units not yet built	Household allocation 2026 <sup>37</sup>	Potential units to be delivered on infill/brown field lands <sup>38</sup>	Quantum of land zoned for residential use 2020-2026
<b>Regional Growth Centre</b>								
<b>Drogheda</b>	6,527	3,300	9,827	113	572	1,631		178.73

<b>Key Town</b>								
<b>Navan</b>	30,173	5,100	35,273	781	924	2,884	1,936	83.6
<b>Maynooth</b>	0	1,000 <sup>40</sup>	1,000	0	0	500	0	21.36

<b>Self-Sustaining Growth Town</b>								
<b>Dunboyne</b>	7,272	3,300	10,572	48	119	2,002	1,180	73.32
<b>Ashbourne</b>	12,679	3,200	15,879	632	209	1,349	351	33.47
<b>Trim</b>	9,194	2,250	11,444	31	437	1,333	812	44.27
<b>Kells</b>	6,135	1,000	7,135	48	391	452	400	19.3
<b>Dunshaughlin</b>	4,035	2,200	6,235	470	1,156 <sup>41</sup>	1,003	82	32.8

Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I
Settlement	Population 2016	Projected population increase to 2026	Projected population 2026	Approximate households completed 2016-2019	Extant units not yet built	Household allocation 2026 <sup>42</sup>	Potential units to be delivered on infill/brown field lands <sup>38</sup>	Quantum of land zoned for residential use 2020-2026
<b>Self-Sustaining Towns</b>								
<b>Bettystown-Laytown-Mornington-East</b>	11,872	1,500	13,372	689	518	746 <sup>42</sup>	264	25.15
<b>Ratoath</b>	9,533	1,500	11,033	175	72	803	101	25.74
<b>Enfield</b>	3,239	1,000	4,239	45	135	474	84	15.75
<b>Stamullen</b>	3,361	500	3,861	1	215	290	58	11.8
<b>Kilcock</b>	93	500	593	100	180	180	0	8.79

<b>Small Towns</b>								
<b>Athboy</b>	2,445	350	2,795	34	127	200	100	16.37
<b>Duleek</b>	4,219	500	4,719	36	85	336	250	10.9
<b>Oldcastle</b>	1,383	350	1,733	16	0	166	110	9.78

<b>Villages</b>								
<b>Baile Ghib</b>	81	50	131	0	0	20	0	2.52
<b>Ballivor</b>	1,809	100	2,009	0	0	40	40	1.93
<b>Carlans-town</b>	664	100	764	14	1	40	32	1.72
<b>Carnaross</b>	159	50	209	1	0	20	13	1.17
<b>Clonard</b>	347	50	397	0	0	20	20	1.01
<b>Clonee</b>	826	200	1,026	83	24	60	60	0.8
<b>Crossakiel</b>	181	50	231	0	0	20	8	0.67
<b>Donore</b>	760	100	860	4	2	50	6	2.76
<b>Drumcon-rath</b>	345	50	395	0	2	20	11	0.86

<b>Column A</b>	<b>Column B</b>	<b>Column C</b>	<b>Column D</b>	<b>Column E</b>	<b>Column F</b>	<b>Column G</b>	<b>Column H</b>	<b>Column I</b>
<b>Settlement</b>	<b>Population 2016</b>	<b>Projected opulation increase to 2026</b>	<b>Projected population 2026</b>	<b>Approx-imate households completed 2016-2019</b>	<b>Extant units not yet built</b>	<b>Household allocation 2020-2026<sup>25</sup></b>	<b>Potential units to be delivered on infill/brown-field lands<sup>36</sup></b>	<b>Quantum of land zoned for residential use (ha)</b>
<b>Gormanston</b>	375	50	425	0	2	20	0	2.16
<b>Julianstown</b>	681	75	756	0	21	30	28	1.21
<b>Kentstown</b>	1,179	100	1,279	1	39	70	38	3.4
<b>Kilbride</b>	87	75	162	19	0	35	19	0.7
<b>Kildalkey</b>	708	50	758	1	0	20	6	1.5
<b>Kilmainhamwood</b>	316	50	356	4	0	20	20	1.35
<b>Kilmessan</b>	654	250	904	0	97	100	17	3.82
<b>Longwood</b>	1,581	200	1,781	16	68	104	20	1.22
<b>Moynalty</b>	96	50	146	0	1	20	6	0.64
<b>Nobber</b>	344	50	394	0	0	20	10	3.49



<b>Rathcairn</b>	156	75	226	2	0	35	0	3.43
<b>Rathmolyon</b>	334	225	559	17	80	90	87	4.68
<b>Slane</b>	1,369	225	1,469	4	37	90	85	5.84
<b>Summerhill</b>	878	100	978	28	6	40	18	6.38
<b>Rural nodes and open countryside</b>	68,948	3,125	72,079	300	c.300	1,336	N/A	N/A
<b>Total</b>	<b>195,044</b>	<b>33,000</b>	<b>228,000</b>	<b>3,713</b>	<b>5,820</b>	<b>16,669</b>	<b>6,272</b>	<b>663.56</b>

Table 2.11: Core Strategy Table, Population and Household distribution to 2026

<sup>37</sup> This figure does not include the units completed 2016-2019. The calculation of the household allocation has factored in the 'pent up' demand for housing which has resulted in an increase in the average household occupancy rate for existing households. As the housing market continues to normalise and supply begins to meet demand it is anticipated that the average household occupancy rate for both existing and new households will begin to decrease.

<sup>38</sup> This includes both greenfield and brownfield sites in the built up area of each settlement and consists of lands zoned for town centre, mixed use, and residential development. For clarification these units have been included in the Household allocation.

<sup>39</sup> This does not include the 38.1ha SDZ at Clonmagadden. This SDZ will span over multiple Development Plans. Taking this into account in addition to the fact that a review of the Planning Scheme is required, the SDZ has not been included in the Household allocation for Navan.

<sup>40</sup> Half of this population allocation (500 persons) is taken from the MASP allocation. This is provided for in section 5.7 of the Dublin MASP 'Housing Delivery'. This is a preliminary figure, with the final figure to be agreed with the MASP Implementation Group. At the time of writing the MASP Implementation Group had not been established.

<sup>41</sup> Under a Strategic Housing Development application permission was granted for 913 units. This is a 10 year permission where it is envisaged the lands will be developed across multiple Development Plans. Taking this into account 600 (two-thirds) of the 913 units have been included in the Household allocation during this Development Plan.

<sup>42</sup> Includes provision for 30 no. social housing units

Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I	Column J	Column K
Settlement	Population 2016	Projected population increase to 2027	Projected population 2027	Approximate households completed 2016-2019	Extant units not yet built	Household allocation 2020-2027	Potential units to be delivered on infill/brown field lands <sup>38</sup>	Quantum of land zoned for residential use (ha)	Quantum of land zoned for existing residential use (ha)	Quantum of land zoned for mix of uses (ha)
<b>Regional Growth Centre</b>										
Drogheda	6,527	3,300	9,827	113	572	1,631	0	178.73	118.59	5.00
<b>Key Town</b>										
Navan	30,173	5,900	36,073	781	924	3,204	1,936	79.61 <sup>39</sup>	571.09	95.77
Maynooth	0	1000 <sup>40</sup>	1000	0	0	500	0	21.36	0.19	0
<b>Self-Sustaining Growth Town</b>										
Dunboyne	7,272	3,300	10,572	48	119	2,002	1,180	72.89	116.97	26.65
Ashbourne	12,679	3,200	15,879	632	209	1,349	351	31.48	218.21	18.62
Trim	9,194	2,250	11,444	31	437	1,333	812	41.92	177.94	36.65
Kells	6,135	1,000	7,135	48	391	452	400	19.95	134.81	24.07
Dunshaughlin	4,035	2,200	6,235	470	1,156 <sup>41</sup>	1,003	82	33.09	110.52	15.26
<b>Self-Sustaining Towns</b>										
<b>Bettystown- Laytown- Morningside East</b>	11,872	1,500	13,372	689	518	746 <sup>42</sup>	264	24.56	288.6	23.47
Ratoath	9,533	1,500	11,033	175	72	803	101	27.37	187.12	14.3

Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I	Column J	Column K
Settlement	Population 2016	Projected population increase to 2027	Projected population 2027	Approximate households completed 2016-2019	Extant units not yet built	Household allocation 2020-2027	Potential units to be delivered on infill/brown field lands <sup>38</sup>	Quantum of land zoned for residential use (ha)	Quantum of land zoned for existing residential use (ha)	Quantum of land zoned for mix of uses (ha)
Duleek	4,219	500	4,719	36	85	336	250	10.9	96.33	6.14
Enfield	3,239	1,000	4,239	45	135	474	84	16.13	49.21	16.47
Stamullen	3,361	500	3,861	1	215	290	58	11.8	56.07	8.72
Kilcock	93	500	593	100	180	180	0	8.79	15.5	0
Small Towns										
Athboy	2,445	350	2,795	34	127	200	100	16.37	56.6	15.12
Oldcastle	1,383	350	1,733	16	0	166	110	9.78	34.51	13.23
Ballivor	1,809	100	1,909	0	0	40	40	1.93	39.63	7.09
Longwood	1,581	200	1,781	16	68	104	20	1.24	28.81	4.89
Villages	10,540	2,025	12,565	178	318	840	484	51.46	280.18	53.34
Rural nodes and open countryside	68,948	3,125	72,079	300	c.300	1,336	N/A	N/A	N/A	N/A
<b>Total</b>	<b>195,044</b>	<b>33,800</b>	<b>228,800</b>	<b>3,713</b>	<b>5,820</b>	<b>16,958</b>	<b>6,272</b>	<b>659.36</b>	<b>2580.88</b>	<b>384.79</b>

Table 2.11: Core Strategy Table, Population and Household distribution to 2027

<sup>37</sup> This figure does not include the units completed 2016-2019. The calculation of the household allocation has factored in the 'pent up' demand for housing which has resulted in an increase in the average household occupancy rate for existing households. As the housing market continues to normalise and supply begins to meet demand it is anticipated that the average household occupancy rate for both existing and new households will begin to decrease.

<sup>38</sup> This includes both greenfield and brownfield sites in the built up area of each settlement and consists of lands zoned for town centre, mixed use, and residential development. For clarification these units have been included in the Household allocation.

<sup>39</sup> This does not include the 38.1ha SDZ at Clonmagadden. This SDZ will span over multiple Development Plans. Taking this into account in addition to the fact that a review of the Planning Scheme is required, the SDZ has not been included in the Household allocation for Navan.

<sup>40</sup> Half of this population allocation (500 persons) is taken from the MASP allocation. This is provided for in section 5.7 of the Dublin MASP 'Housing Delivery'. This is a preliminary figure, with the final figure to be agreed with the MASP Implementation Group. At the time of writing the MASP Implementation Group had not been established.

<sup>41</sup> Under a Strategic Housing Development application permission was granted for 913 units. This is a 10 year permission where it is envisaged the lands will be developed across multiple Development Plans . Taking this into account 600 (two-thirds) of the 913 units have been included in the Household allocation during this Development Plan.

<sup>42</sup> Includes provision for 30 no. social housing units

## Proposed Plan

Updates on foot of changes to Table 2.11 shall be reflected throughout Volume 1 and Volume 2 of the Draft Plan

<b>Submissions Received on MA</b>	MH-C52-247 – Loughlynn Developments MH-C52-116 – Protect East Meath Limited
<b>Summary of Submission</b>	
<p><u>MH-C52-247 – Loughlynn Developments</u></p> <p>This submission addresses the de-zoning of land in Dunshaughlin on which there is an extant planning permission for 212 no. residential units (Ref: ABP-307244-20). It is claimed in this submission that Meath County Council had the opportunity to include this extant planning permission in the Core Strategy Table as well as appropriately zoning the land as Residential Phase II (Post 2027 Lands), so as to avoid a non-conforming use being created. The submission claims that there is a critical error on behalf of Meath County Council as the decision was issued by An Bord Pleanala on the 15<sup>th</sup> September 2020 and that the Chief Executive’s Report was only finalised on the 23<sup>rd</sup> October 2020. It is noted that a portion of the site is zoned A2 New Residential in the Draft Plan, whilst a portion of the lands 3.4ha are to be considered as RA (Rural Area), thus creating a non-conforming use. The submission outlines the issues that would arise if the matter is not addressed, i.e. amendment applications cannot be considered, the site would be a non-conforming use, etc.</p> <p>In relation to Material Amendment 2.5, relating to the Core Strategy Table, it is submitted that the planning permission should be accounted for in the extant units noted as part of Column F. It is also considered that the footnote 41 should also include a note relating to this permission.</p> <p>In relation to the zoning of the lands the submission outlines that there has been an error by Meath County Council as the de-zoning of lands relating to an extant permission is without precedent and would not be consistent with the approach outlined in the Planning and Development Act 2000, as amended. It is submitted that the Plan could be considered to be inconsistent with the relevant Regional Spatial and Economic Strategy, the National Planning Framework and may raise questions as to the legal status of the Plan. It is submitted that if the Plan is adopted without the entirety of the lands the permission relate to being zoned and with the permission being accounted for as part of the Core Strategy Table then Meath County Council will be acting <i>ultra vires</i> i.e. the plan will not be consistent with the proper planning and sustainable development of the area.</p>	

It is outlined in the submission that this matter can be addressed using Section 12(10) of the Planning and Development Act 2000, as amended, given that the change to the Core Strategy and the retention of the Phase II zoning would only be minor modifications and are not likely to result in significant effects on the environment or adversely affect the integrity of a European site. It is submitted that the zoning of this site does not increase the quantum of lands zoned but merely maintains the status quo. It is submitted that as this is merely a correction, Section 12(7) and 12(9) of the Planning and Development Act 2000, as amended, are not relevant.

It is outlined that this matter cannot be retrospectively addressed by a future variation of the adopted plan as the error would result in the whole plan being invalid. Furthermore, any future application would be precluded from being considered by An Bord Pleanála as the Strategic Housing Development legislation can only be utilized where the lands are zoned for residential purposes. In the conclusion the submission then seeks that the lands be zoned “A2 New Residential”.

#### MH-C52-116 – Protect East Meath Limited

This submission highlights concerns with the compatibility between the Draft Plan’s approach to the Southern Environs of Drogheda and the approach of the Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly 2019-2031 (RSES). Whilst the submission is quite extensive it can be summarized as follows:

- It is submitted that the Material Amendments indicate a significant over zoning of A2 New Residential zoned land of over 100ha. within the Southern Environs of Drogheda and this should be reduced significantly;
- The submission is of the view that the household allocation under Table 2.11 of the Material Amendments is excessive;
- It is outlined that the capacity of the A2 New Residential zoned land has the potential to generate a population, up to 2027, that would be significantly over the RSES population target for Drogheda of 50,000 in 2031;
- The report outlines that occupancy levels of 2.1 are used for the Southern Environs of Drogheda which artificially increase the required household allocation for the Plan period;
- It is submitted that the zoning and population targets for the Southern Environs of Drogheda are inconsistent and contrary to the population targets and approach to zoning for Drogheda outlined under the RSES (Specifically contrary to RPO 4.1 and 4.11);
- It is argued that the over zoning of land now under the Material Amendments will undermine the need as a priority to prepare a Joint Vision and Urban Area Plan (UAP) for Drogheda as is required under Regional Policy Objective 4.8;
- The submission recommends that existing Phase 1 zoned lands, as per the Meath County Development Plan 2013-2019 are kept pending the adoption of the Joint Urban Area Plan for Drogheda, as housing development and population increases could be significant prior to the adoption as a priority of the Joint UAP. It is considered that Phase 1 and Phase 2 lands could be provided instead of the proposed approach; and
- It is submitted that the level of over zoning will result in unplanned; unsustainable and haphazard development of the southern

environs of Drogheda;

- It is also outlined in the submitted cover letter that the proposed approach is contrary to Section 10 and 27 of the Planning and Development Act 2000, as amended; and,
- The cover letter also submits that the proposed approach is contrary to the SEA Directive.

The attached report also provides an analysis of the Meath County Development Plan 2013-2019, as varied, The Drogheda Southern Environs Local Area Plan, the national and regional policy framework as well as the Draft Louth County Development Plan 2021-2027.

Having regard to the above, the submission requests that the Material Amendments be amended as follows:

- Reinstatement of a phased approach to the zoning of land within the Southern Environs of Drogheda, with Phase 1 and Phase 2 lands to be identified under the amended table 2.11 of the Material Amendments as well as on the material amendments zoning map.
- Significant reduction in the level of available residential zoned land to ensure a more planned and compact growth to the Southern Environs of Drogheda;
- Transitional arrangement should not be removed from section 2.8.1.1 of the Plan; and
- Lands to the east of the railway line should not be subject to a Master Plan, but should be identified as Phase II Residential zoned lands not to be developed and to be reviewed in 2027.

### **Chief Executive Response**

#### MH-C52-247 – Loughlynn Developments

This submission correctly identifies that the Chief Executive's Report was made available to the public on the 23<sup>rd</sup> September 2020, however, it has failed to consider the fact that the report was provided to the Elected Members on the 13<sup>th</sup> August 2020 and was finalized by the Executive prior to the decision being made by An Bord Pleanála on ABP Ref. No. ABP-307244-20. In this regard, the subject permission not being included in the CE Report was not an error as claimed in this submission, as it was not possible for Meath County Council to predict the outcome of the decision of An Bord Pleanála when the CE report was only provided to the members on the 13<sup>th</sup> August 2020 as per Section 12 (4)(A) of the Planning and Development Act 2000, as amended (accounting for the delays as per Section 251A of the Planning and Development Act 2000, as amended). At the time of drafting the CE Report on the Draft Plan and submissions and subsequent issue to the members, the outcome of the aforementioned decision was not known and could not therefore have been included in the CE Report. Furthermore, as the CE Report had been completed and given to Members for their consideration under Section 12(4) of the Act, the only mechanism for making further amendments to the Draft Plan was via motions from the Members. There were no such motions received during the consideration of the Draft Plan and CE Report and therefore the record was never corrected.

In relation to the Core Strategy table not being updated, it may be the case where development plans could be adopted and for permissions to be granted in the later stages that are not accounted for in the published table. Given the two legislative delays and the provisions of the Planning and Development Act 2000, as amended never being designed to account for a worldwide pandemic, Meath County Council proposed an amendment to address this matter. As part of Material Amendment No. 2.14 which proposed to amend CS OBJ 3, additional text has been included to ensure that the granting of permission is accounted for as the plan proceeds. It is therefore considered that the Draft Plan is, as far as practicable, is consistent with the proper planning and sustainable development of the area and is consistent with Section 9(6) of the Planning and Development Act 2000, as amended.

In relation to the zoning of land, the submission requests that 3.4ha of the subject site which is identified as being outside the settlement boundary, be re-zoned as Residential Phase II (Post 2027). Other sections of the submission request that the lands be zoned as A2 New Residential. As part of the Material amendments process it is not possible to rezone the lands as requested as the lands are not associated with a specific material amendment and doing so would be inconsistent with several provisions of the Planning and Development Act 2000, as amended.

Meath County Council are of the view that despite the concerns raised in the submission, it is considered that the updates to the Core Strategy Table 2.11 are consistent with the relevant legislation, national/regional policies and the ministerial guidelines. As outlined in the response to the OPR submission (MH-C52-293), it is intended that during the lifetime of the new Meath County Development Plan 2021-2027, all new and updated ministerial guidelines will be integrated into the Plan through development plan variation processes outlined in S13 of the Planning and Development Act 2000, as amended. It has been noted by the OPR that integrating these guidelines at this stage of the Development Plan process would pose difficulties and as such this approach is acceptable.

#### MH-C52-116 – Protect East Meath Limited

As part of the response to the OPR (MH-C52-293) it is noted that recently published ministerial guidelines will have to be integrated into the Draft Plan during its lifetime. It is, however, important that oversight bodies such as EMRA and the OPR are satisfied with the approach in the Draft Plan. Submission MH-C5-816 by the OPR on the Draft Plan notes that, *“The Office is generally satisfied that the core strategy and settlement strategy broadly responds to the requirements of the legislation under section 10(2A).”* The submission by the OPR on the Material Amendments (MH-C52-293) highlights some material amendments that in their view should not be adopted or that should be modified prior to the finalization of the plan. It should be noted that the OPR have not noted the Core Strategy as one of these areas, except to note that new guidelines, specifically the tiered zoning approach should be incorporated in the preparation of the local area plans/urban area plans. It is, therefore, the view of the CE that the Core Strategy and Settlement Strategy are based on a sound evidence base and therefore consistent with the NPF and RSES.

The submission has assumed that 2,203 no. units could be developed in the Southern Drogheda Environs between 2016-2027 under the proposed Core Strategy Table 2.11. This assumed that the 572 no. extant units were separate to the 1,631 no. units allocated for growth. This is not the case as undertaking such an approach is contrary to the suggested methodologies in the NPF and RSES. This matter was addressed in detail as part of the CE response to submission MH-C5-629 on the Draft Plan. The report goes on to generate other inaccurate figures and statistics based on this incorrect unit allocation including the household occupancy rate which was addressed as part of the response to the submission of the OPR on the Draft Plan (MH-C5-816).

Throughout the submission, it is indicated that the material amendments include further zoning of lands, changing the phasing of lands or changing the content of the core strategy that results in a change in the population allocation for the Southern Drogheda Environs. This is inaccurate and incorrect. The core strategy allocation is the same as it was in the Draft Plan. The amendments in the core strategy relating to the Southern Drogheda Environs is the inclusion of additional columns in Core Strategy Table 2.11 (“0” being included for Column H and the addition of Column J & K relating to the quantum of lands zoned for mixed use and existing residential purposes) all of which do not affect the overall housing allocation.

The changes requested include seeking a change to the ‘transitional arrangement’ language in Section 2.8.1.1 of the Draft Plan, which is addressed in the Proposed Amendment No. 2.4 above as well as changes to a Master Plan in Drogheda which is addressed in Proposed South Drogheda Amendment No. 3 outlined in Vol. 2 of the CE Report. The other requested changes in this submission do not relate directly to material amendments. Consequently, at this stage of the Development Plan review, changing any zoning objective or phasing (unless recommended by the OPR) of land is contrary to several provisions of the Planning and Development Act 2000, as amended.

In relation to the interim measures, the submission has failed to acknowledge that the household allocation for the Southern Drogheda Environs, as outlined in Table 2.11, is the maximum level of housing units that can be granted by Meath County Council, without a material contravention being required. This is addressed as part of the Planning and Development Act 2000, as amended and has been upheld by recent High Court case law namely the case of Heather Hill Management Company clg & anor v An Bord Pleanála & anor ([2019] IEHC 450). As such the figures of 13,798 to 17,663 units being provided in the Southern Drogheda Environs fail to consider the purpose of the Core Strategy as a safeguard to overdevelopment.

In conclusion, the suggested changes are either not required as noted above or would not be consistent with planning legislation as the suggested changes would require amendments to the Core Strategy Table and the Zoning Objectives which were not published as Material Amendments.

### **Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed



<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 2.6</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator	
<b>Chapter/Section</b>	Section 2.10.4	
<b>Proposed Material Amendment</b>		
<p>Amend Section 2.10.4 ‘Distribution of Population and Households’ in the County with the following body text:</p> <p>Table 2.11, the ‘Core Strategy Table’, sets out the population projections and household allocation for each settlement up to <del>2026</del> <b>2027</b>. This table provides details of the most recent population, population projections, the development activity in each settlement between 2016-2019, the number of unbuilt permitted units, and the household allocation for each settlement between 2020-<del>2026</del><b>2027</b>.</p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
Meath County Council consider that the updating of this objective from Post 2026 to Post 2027 is appropriate as it reflects the change in the dates for which the Development Plan shall apply.		
<b>Chief Executive Recommendation</b>		
It is recommended that the Plan be made with the proposed Material Amendment as displayed.		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 2.7</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator	
<b>Chapter/Section</b>	Section 2.10.4	
<b>Proposed Material Amendment</b>		
<p>Insert Section 2.10.4 ‘Distribution of Population and Households in the County’ with the following body text:</p> <p><b>It is noteworthy that the yield from mixed use developments over the 2013-2019</b></p>		

plan period is relatively small at approximately 128 units. It is not anticipated that the quantum of lands zoned mixed use as part of the Draft Plan will lead to a significantly higher yield of housing outside of that provided for in Table 2.11. An assessment of the existing residential lands in the 2013-2019 plan period resulted in a yield from the existing residential lands of c.949 units. It is considered that the delivery of residential units on lands zoned existing residential will be low as development will be restricted to backlands and gap sites in existing residential areas. The expected number of units to be delivered has been accounted for as part of Table 2.11 and is consistent with the figures above.

On foot of the above amended Table 2.11 and Section 2.8.2, further changes are required to the following sections

Vol. 1 Written Statement, Chapter 2- Core Strategy, Section 2.7 Vol. 1 Written Statement, Chapter 2- Core Strategy, Section 2.8.1 Vol. 1 Written Statement, Chapter 2- Core Strategy, Section 2.8.3 Vol. 1 Written Statement, Chapter 2- Core Strategy, Section 2.9.5: Vol. 1 Written Statement, Chapter 2- Core Strategy, Section 2.9.6: Vol. 1 Written Statement, Chapter 2- Core Strategy, Section 2.10.4:Vol. 1 Written Statement, Chapter 2- Core Strategy, Table 2.7

Vol. 1 Written Statement, Chapter 2- Core Strategy, Table 2.9 Vol. 1 Written Statement, Chapter 2- Core Strategy, Table 2.10 Vol. 1 Written Statement, Chapter 2- Core Strategy, Table 2.12 Vol. 1 Written Statement, Chapter 2- Core Strategy, Fig. 2.6 Vol 2 Written Statements for Settlements, where relevant

Refer to Meath County Development Plan 2021-2027 Consultation Portal to view Proposed Amendment Chapter 2.7

<https://consult.meath.ie/en/consultation/material-amendments-draft-meath-county-development-plan-2021-2027/chapter/proposed-amendment-chapter-27>

**Submissions Received on MA**

No Submissions Received

### Chief Executive Response

Meath County Council consider that the text outlined above should be incorporated as part of the Adopted Plan as it provides context for the allocation of population and distribution of housing units across the county. This text forms an important part of the evidence base for the Core strategy and as such its inclusion would be valuable.

The additional amendments also include updates reflective of these changes.

### Chief Executive Recommendation

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 2.8</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator
<b>Chapter/Section</b>	Section 2.14.2
<b>Proposed Material Amendment</b>	
<p>Insert the following objective in Section 2.14.2 ‘Core Strategy and SEA/AA Objectives’:</p> <p><b>SH OBJ XX</b></p> <p><b>To incorporate the relevant housing needs for 2027 into the Housing Strategy over the lifetime of the Development Plan.</b></p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>This objective is proposed due to the fact that the Housing Strategy provided with the Draft Plan has not been updated due in part to the absence of specific guidance related to HNDA at the time of preparing the Draft Plan. It is considered that this new objective should be included to note that a revised Housing Strategy will be prepared during the lifetime of the plan to outline the housing requirements for 2027. This update will also be accompanied by a Housing Needs Demand Assessment under Section 28 guidelines for Local Authorities on same. It is likely that a variation to the Meath CDP will be required during the life time of the plan under Section 13 of the Planning and Development Act 2000, as amended.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 2.9</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator	
<b>Chapter/Section</b>	Section 2.14.2	
<b>Proposed Material Amendment</b>		
<p>Amend the following objective in Section 2.14.2 ‘Core Strategy and SEA/AA Objectives’:</p> <p><b>CS OBJ 7</b></p> <p>To operate an Order of Priority for the release and development of residential lands with any lands identified as being ‘Post 20267’ <del>not available for development until after 2026</del> <b>not being available for residential development during the lifetime of the subject development plan and consequently planning permission for residential dwellings will not be granted on these lands by Meath County Council.</b> <del>in settlements where ‘Post 2026’ lands have been identified.</del></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>Meath County Council recognises that lands zoned for strategic residential reserve are zoned as such for appropriate and planned reasons. Such lands are zoned post 2027 to ensure a long term strategic land bank for the future development of the relevant higher order settlements in County Meath. The wording of objective CS OBJ 7 has been proposed for an amendment to clarify that the lands identified ‘Post 2027’ residential development will ‘not be available for residential development during the lifetime of this Development Plan.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 2.10</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator	
<b>Chapter/Section</b>	Vol.1 Section 2.14.2	
<b>Proposed Material Amendment</b>		
<p>Insert the following objective in Section 2.14.2 ‘Core Strategy and SEA/AA Objectives’:</p> <p><b>CS OBJ XX</b>  <b>To implement an Active Land Management Strategy in relation to vacant land in settlements within County Meath and to maintain and update as required a Vacant Sites Register to ensure efficient and sustainable use of the County’s land resources in accordance with the provisions of the Urban Regeneration and Housing Act 2015 as well as the Planning and Development Act 2000, as amended.</b></p>		
<b>Submissions Received on MA</b>	None	
<b>Chief Executive Response</b>		
<p>It is considered that the adoption of this amendment is appropriate as it will support the implementation of an Active Land Management Strategy throughout the lifetime of the Draft Plan. Meath County Council will continue to place sites on the Vacant Site Register which is an important element of the Active Land Management Strategy and invoice landowners in relation to lands on the Vacant Sites Register. The Active Land Management Strategy and 2 year review of the plan will provide vital information regarding implementation of all relevant sections of the plan.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 2.11</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator
<b>Chapter/Section</b>	Section 2.14.2
<b>Proposed Material Amendment</b>	
<p>Insert the following objective in Section 2.14.2 ‘Core Strategy and SEA/AA Objectives’:</p> <p><b>CS OBJ XX</b>  <b>To undertake a review during the lifetime of the Plan so as to ensure compliance with Climate Change requirements as outlined in the forthcoming Updated Development Plan Guidelines for Planning Authorities as per section 10(2)(n) of the Act.</b></p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>The Draft Plan has been prepared in line with the most up to date Development Plan Guidelines and Meath County Council remains committed to climate change and the implementation of the appropriate policies responses. It is proposed that this new objective will ensure that the 2 year CDP review will be guided by the Updated Development Plan Guidelines for Planning Authorities and be centered on considering climate change matters.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 2.12</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator
<b>Chapter/Section</b>	Section 2.14.2
<b>Proposed Material Amendment</b>	
<p>Amend the following objectives in Section 2.14.2 ‘Core Strategy and SEA/AA Objectives’:CS OBJ 10 To prepare, <b>as a priority</b>, a Joint Vision and Urban Area Plan for Drogheda in partnership with Louth County Council within the lifetime of this Plan in accordance with the requirements of Regional Policy Objective 4.8 of the RSES for the Eastern and Midland Region and the recommendations set out in the Report of the DroghedaBoundary Review Committee published in February 2017.</p> <p>CS OBJ 11 To prepare, <b>as a priority</b>, 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 andMidland Region.</p>	
<b>Submissions Received on MA</b>	MH-C52-293 – Office of the Planning Regulator
<b>Summary of Submission</b>	
<p><u>MH-C52-293 – Office of the Planning Regulator</u> For summary, response and recommendation see Item No. 1 of the submission by the Office of the Planning Regulator (MH-C52-293).</p>	
<b>Chief Executive Response</b>	
<p><u>MH-C52-293 – Office of the Planning Regulator</u> For summary, response and recommendation see Item No. 1 of the submission by the Office of the Planning Regulator (MH-C52-293).</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as modified in the response to the OPR MH-C52-293.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 2.13</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-60 Eastern and Midland Regional Assembly	
<b>Chapter/Section</b>	Section 2.14.2	
<b>Proposed Material Amendment</b>		
<p>Insert the following objectives in Section 2.14.2 ‘Core Strategy and SEA/AA Objectives’:</p> <p><b>CS OBJ XX</b>  <b>To undertake, over the lifetime of the Plan, the measures outlined in Appendix 15 relating to the Implementation &amp; Monitoring of the Plan.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>Meath County Council are committed to implementing the measures outlined in Appendix 15 relating to the Implementation &amp; Monitoring of the Plan. In this regard, it is considered that this is a welcome amendment to the Plan and should be adopted. As part of the implementation of this Plan it is noted that an objective has been included as part of the material amendments to ensure the implementation of an Active Land Management Strategy (Please refer to Proposed Amendment Chapter 2.10). This as well as other objectives demonstrate Meath County Council’s commitment to monitoring and implementing the objectives of the Development Plan.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		



<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 2.14</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-629 Tom Phillips & Associates on behalf of FrankCosgrove
<b>Chapter/Section</b>	Core Strategy, Section 2.14.2
<b>Proposed Material Amendment</b>	
<p>To amend CS OBJ 3 in Section 2.14.2 ‘Core Strategy and SEA/AA Objectives’:CS OBJ 3  To ensure the implementation of the population and housing growth household allocation set out in the Core Strategy and Settlement Strategy, in so far as practicable.<b>Meath County Council will monitor the number of units that are permitted and under construction/built as part of the implementation of this objective.</b></p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>Meath County Council consider that the proposed amendment is appropriate. It is considered that as the Plan is being implemented it will be important for updated housing figures to be provided for development management purposes.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>	

## CHAPTER 3

# Settlement & Housing Strategy

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 3.1</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator
<b>Chapter/Section</b>	Section 3.4.2 Table 3.4
<b>Proposed Material Amendment</b>	
<p>Amend Table 3.4 Meath Settlement Hierarchy in Section 3.4.2 ‘Settlement hierarchy’ as follows:</p> <p><b>Ballivor and Longwood</b> designated as a Small Town as opposed to Village in Tier 5  <b>Duleek</b> moves from Towns /Villages to a Self-sustaining Town</p> <p>Update reference to towns in respect to their designation in the Settlement Hierarchy and throughout Volume 1 and 2 wherever necessary.</p> <p><i>Refer to Table 3.4</i></p>	

Table 3.4

Settlement Type	Description	Settlement
Regional Growth Centre	Large towns with a high level of self-sustaining employment and services that act as regional economic drivers and play a significant role for a wide catchment area.	South Drogheda Environs
Key Town	Large economically active service and/or county towns that provide employment for their surrounding areas and with high quality transport links and the capacity to act as growth drivers to complement the Regional Growth Centres.	Navan Maynooth

Self-Sustaining Growth Towns	Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more Self-Sustaining.	Dunboyne Ashbourne Dunshaughlin <sup>5</sup> Kells, Trim
Self-Sustaining Towns	Towns with high levels of population growth and a weak employment base which are reliant on other areas for employment and/ or services and which require targeted ‘catch up’ investment to become more self-sustaining.	Laytown/Bettystown/ Mornington/ Donacarney Ratoath Enfield <b>Duleek</b> Stamullen Kilcock
Towns and Villages	Towns and villages with local service and employment functions.	Towns – Athboy <del>Duleek</del> , Oldcastle, <del>Villages</del> – Ballivor and Longwood
Rural	Villages and the wider rural region.	Baile Ghib, Carlanstown, Carnaross, Clonard, Clonee Crossakiel, Donore, Drumconrath, Gormanston, Julianstown, Kentstown, Kilbride, Kildalkey, Kilmainhamwood, Kilmessan, Moynalty, Nobber, Rathcairn, Rathmolyon, Slane, Summerhill

<sup>5</sup> Section 3.4.8 of this Plan ‘Self-Sustaining Growth Towns’ sets out the reasons for including Dunshaughlin as a Self-Sustaining Growth Town in the Settlement Hierarchy

<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
It is considered that the inclusion of Ballivor and Longwood as small towns in line with Section 10(2A)(f)(vi) of the Planning and Development Act 2000, as amended, is appropriate. It is also considered that the appropriate designation of Duleek is consistent with the proper planning and sustainable development of the area.	
<b>Chief Executive Recommendation</b>	
It is recommended that the Plan be made with the proposed Material Amendment as displayed.	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 3.2</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator	
<b>Chapter/Section</b>	Section 3.4.9 and Section 3.4.10	
<b>Proposed Material Amendment</b>		
<p>Amend the following body text:</p> <p>Delete from Section 3.4.10 ‘Towns and Villages’ as follows;</p> <p><del>Whilst Duleek has experienced commuter-led development, employment in the town has also grown through the expansion of the Business Park. The continued expansion of the Business Park will be encouraged in order to provide a greater proportion of employment locally, consistent with its role as a small town.</del></p> <p>Add to Section 3.4.9 ‘Self-Sustaining Towns’ the following body text;</p> <p><b>Whilst Duleek has experienced commuter-led residential development, employment in the town has also grown through the expansion of the Business Park. The continued expansion of the Business Park will be encouraged in order to provide a greater proportion of employment locally, consistent with the settlements role as a self-sustaining town proximate to a regional growth centre.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>Meath County Council recognises the importance of Duleek and its role in the demographic and economic growth of the county and it is considered that this amendment addresses same. The placement of Duleek on an appropriate level of the settlement hierarchy is important and this amendment should be adopted in line with the other amendments relating to the status of Duleek.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 3.3</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator
<b>Chapter/Section</b>	Section 3.7
<b>Proposed Material Amendment</b>	
<p>Amend the following objective in Section 3.7 ‘The Settlement Hierarchy and Future Population Growth in Meath’:</p> <p>SH OBJ 4  To operate an Order of Priority for the release and development of residential lands with any lands identified as being ‘Post 20267’ <del>not available for development until after 2026</del> <b>not being available for residential development during the lifetime of the subject development plan and no permission for dwellings will be granted on these lands by Meath County Council.</b></p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>Meath County Council consider that the updating of this objective from Post 2026 to Post 2027 is appropriate as it reflects the change in the dates for which the development plan shall apply.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 3.4</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator	
<b>Chapter/Section</b>	Section 3.7	
<b>Proposed Material Amendment</b>		
<p>Amend the following objective contained in Section 3.7 ‘The Settlement Hierarchy and Future Population Growth in Meath’:</p> <p>SH OBJ 11  To continue to support the <del>transition of Ashbourne towards a Metropolitan Settlement</del> <b>sustainable development of Ashbourne</b> by supporting its development as an enterprise and employment hub and by strengthening links and connectivity between Ashbourne and Dublin Airport and City Centre and the wider Metropolitan Area.</p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
Meath County Council consider this amendment appropriate as it ensures the promotion of Ashbourne as an important settlement in the context of Meath and the Greater Dublin Area, whilst also providing consistency with the RSES for the Eastern and Midland Regional Assembly Area.		
<b>Chief Executive Recommendation</b>		
It is recommended that the Plan be made with the proposed Material Amendment as displayed.		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 3.5</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator
<b>Chapter/Section</b>	Section 3.7
<b>Proposed Material Amendment</b>	
<p>Delete the following objective contained in Section 3.7 ‘The Settlement Hierarchy and Future Population Growth in Meath’:</p> <p>Delete:</p> <p><del><b>SH OBJ 12</b></del></p> <p><del>To support the preparation of a feasibility study exploring the potential of a future rail spur off the Navan-Dublin Rail line from Dunshaughlin to serve Ashbourne and Ratoath.</del></p>	
<b>Submissions Received on MA</b>	MH-C52-296 NTA
<b>Summary of Submission</b>	
Please refer to Item. 2 of NTA submission MH-C52-296 and Proposed Amendment 5.10 which includes the aforementioned objective.	
<b>Chief Executive Response</b>	
Please refer to response to Item. 2 of NTA submission MH-C52-296.	
<b>Chief Executive Recommendation</b>	
It is recommended that the Plan be made with the proposed Material Amendment as displayed.	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 3.6</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	(FTF) NOM 82 Cllr. Fox	
<b>Chapter/Section</b>	Section 3.7	
<b>Proposed Material Amendment</b>		
<p>Insert an objective for serviced sites for Tier 5 and Tier 6 in Section 3.7 'The Settlement Hierarchy and Future Population Growth in Meath'.</p> <p><b>OBJ XX Where appropriate, serviced sites may be accommodated within existing zoned residential land or on lands immediately adjoining the development boundary of Tier 5 and Tier 6 towns/villages, subject to normal planning considerations.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>The proposed objective is considered appropriate and is consistent with the Serviced Sites Initiative that is included in the current programme for Government. It is considered that the proposed amendment should be adopted as displayed.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		



<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 3.7</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-409 Enfield Development Group
<b>Chapter/Section</b>	Section 3.7 SH OBJ 5
<b>Proposed Material Amendment</b>	
<p>Amend SH OBJ 5 in Section 3.7 ‘The Settlement Hierarchy and Future Population Growth in Meath’ to include Enfield.</p> <p>SH OBJ 5</p> <p>To prepare new local area Plans for the following settlements within the lifetime of this Plan: Navan, Dunboyne/Dunboyne North/Clonee, Ashbourne, Kells, Trim, Dunshaughlin, Ratoath, <b>Enfield</b>, Bettystown-Laytown-Mornington East-Donacarneymornington, Oldcastle, Athboy, Duleek, and Stamullen.</p>	
<b>Submissions Received on MA</b>	MH-C52-293 – Office of the Planning Regulator MH-C52-271 – Fiona Heslin
<b>Summary of Submission</b>	
<p><u>MH-C52-293 – Office of the Planning Regulator</u> For summary, response and recommendation see Item 1 of the response to the Office of the Planning Regulator (MH-C52-293)</p> <p><u>MH-C52-271 – Fiona Heslin</u> The submission requests that that Meath County Council includes a strategic policy in the final Meath CDP that a Joint Spatial Plan (Local Area Plan) will be developed with Westmeath County Council and Meath County Council that include the Rossan area, Kinnegad Environs and Kinnegad Town.</p> <p>It is requested that the council reconsider that one of the sites subject to this submission be recognised and identified as “<i>light industrial park or logistics distribution park or depot</i>” and be considered for zoning for a national transport related utilities use.</p> <p>It is also proposed that the subject-lands be zoned as “<i>TU Transport &amp; Utilities: “To provide for essential transport and public utilities and infrastructure including rail stations, park and ride facilities, water and waste water infrastructure, electricity, gas, and telecommunications infrastructure.”</i>” to facilitate both the use of the lands for “<i>on-line motorway service areas</i>” and/or for “<i>light industrial park or logistics distribution park or depot</i>”. Additionally, it is requested that a locational specific zoning objective or a spot objective be added to the County Development Plan, to indicate the potential future use of a portion of the Subject-lands “<i>Lands North of R401</i>” site as an “<i>on-line motorway service area.</i>”</p>	

### Chief Executive Response

#### MH-C52-293 – Office of the Planning Regulator

For summary, response and recommendation see Item 1 of the response to the Office of the Planning Regulator (MH-C52-293). As part of the response to the OPR the proposed objective has been modified and this proposed modification is outlined as part of the recommendation for the MH-C52-293.

#### MH-C52-113 – Fiona Heslin

Meath County Council have reviewed the content of this submission and it is noted that the matters raised do not relate to the proposed material amendments for Chapter 3 and as such there is no need for any modifications to the Draft Plan. On a wider note, it should be recognised that the inclusion of a policy requiring the undertaking of a joint plan would have to be agreed with Westmeath County Council. Such a policy could not be included even if there was a relevant material amendment in this regard. It is also noted that similar matters were addressed in response to submission MH-C5-519 on the Draft Plan.

With regard to this amendment, Meath County Council recognises the importance of Enfield and it's role in the context of the demographic and economic growth of the county. In this regard, it is considered appropriate that Enfield is included in this list and it is noted that it was always intended Enfield would be included in the list of settlements that should be subject to the preparation of a local area plan. It should be noted that as part of Section 3.4.5 of the Draft Plan a list of statutory and non-statutory plans have been outlined. Enfield was included in this list and as such the adoption of this proposed amendment will provide clarity.

### Chief Executive Recommendation

It is recommended that the Plan be made with the proposed Material Amendment as modified in the response to the OPR MH-C52-293.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 3.8</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator
<b>Chapter/Section</b>	Section 3.8.10 Densities
<b>Proposed Material Amendment</b>	

Remove from Section 3.8.10 'Densities' objective SH OBJ 22, SH OBJ 23, SH OBJ 24, SHOBJ 25, SH OBJ 26, SH OBJ 27 as follows;

~~SH OBJ 22~~

~~To encourage a minimum density of 45 units/ha on centrally located new residential, town centre, or mixed use zoned lands in Regional Growth Centres and Key Towns.~~

~~SH OBJ 23~~

~~To encourage a minimum density of 45 units/ha on centrally located residential, town centre, or mixed use zoned lands in proximity to existing and future rail stations.~~

~~SH OBJ 24~~

~~To encourage a density of 35 units/ha on edge of centre sites in Regional Growth Towns and Key Towns.~~

~~SH OBJ 25~~

~~To encourage a density of 35 units/ha on all lands zoned for new residential, town centre, or mixed use development in Self-Sustaining Growth Towns and Self-Sustaining Towns.~~

~~SH OBJ 26~~

~~To encourage a density of 25 units/ha on lands zoned for new residential development in Small Towns.~~

~~SH OBJ 27~~

~~To require new developments in Villages and Rural Nodes to take cognisance of the prevailing scale and pattern of development in the area.~~

and insert new objective as follows:

**SH OBJ XX**

**To require that, where relevant, all new residential developments shall be in accordance with SSPR 1 to SPPR 4 of the Urban Development and Building Heights Guidelines for Planning Authorities, December 2018 as well as SPPR 1 to SPPR 9 of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, March 2018. All new residential development should comply with the densities outlined in Chapter 11 of this plan.**

Submissions Received on MA

MH-C52-293 Office of the Planning Regulator

Chief Executive Response

This amendment is considered appropriate as it ensures that all developments will be consistent with the recent ministerial guidelines namely the Urban Development and Building Heights Guidelines for Planning Authorities, December 2018 and the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, March 2018. It is considered that the proposed amendment should be adopted so as to ensure consistency with ministerial guidance as well as Section 10 (2A)(a) of the Planning and Development Act 2000, as amended. As per the response to the OPR (MH-C52-293) in item 9, Meath County Council have also outlined appropriate densities as part of Chapter 11. This material amendment is addressed in Proposed Amendment Chapter 11.1.

#### **Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed. Refer to Item 9 in the OPR submission for further detail.

## CHAPTER 4

# Economy and Employment Strategy

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.1</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	NOM 17 Cllr Paddy Meade MH-C5-375 Drogheda Port Company
<b>Chapter/Section</b>	Section 4.7.2.2
<b>Proposed Material Amendment</b>	
<p>Include new Policy in section 4.7.2.2 ‘Drogheda’ as follows:</p> <p><b>ED POL XX</b></p> <p><b>To support and protect the role of Drogheda Port as a port of regional significance, including facilitating the relocation of Drogheda Port in Meath subject to a feasibility study and appropriate coastal zone management, as well as supporting the future development of the Port Access Northern Cross Route(PANCR), in line with RPO 4.12.</b></p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>The importance of Drogheda port is outlined as part of the Draft Plan. Drogheda port is an important source of jobs for the Southern Drogheda Environs as well as the east coast of Meath. It is noted that the role of ports has been outlined as part of the National Planning Framework, the National Ports Policy, the National Marine Planning Framework, the EMRA RSES and the Draft Plan. The importance of port facilities in Meath is also noted in the Meath Economic Development Strategy 2014-2022, including the potential for a new port in County Meath.</p> <p>Whilst RPO 4.11 of the EMRA RSES was included in the Draft Plan, it is noted that there was no policy that specifically addressed RPO 4.12. In this regard, it is considered that the proposed amendment supports the on-going operation of Drogheda Port as well as the potential for a new deepwater port along the east coast.</p>	
<b>Chief Executive Recommendation</b>	
It is recommended that the Plan be made with the proposed Material Amendment as displayed	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.2</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-631 Love Drogheda BID CLG	
<b>Chapter/Section</b>	Section 4.7.2.2 Regional Growth Centre – Drogheda	
<b>Proposed Material Amendment</b>		
<p>Amend policy ED OBJ 22 in Section 4.7.2.2 Regional Growth Centre – Drogheda, as follows:ED OBJ 22</p> <p>To seek to maximise the tourism potential of the significant tourism hub within the Boyne Valley region which includes the UNESCO World Heritage Site of Brú na Bóinne, the Battle of the Boyne Site at Oldbridge, <b>the Boyne River</b> and the coastal area of EastMeath stretching from Mornington to Gormonston whilst ensuring the environmental protection of sensitive and protected coastal habitats and landscape.</p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>It is considered that the proposed amendment provides additional support in relation to the sustainable tourism use of the River Boyne. It is noted that any individual proposal will be subject to all relevant environmental assessments and the proposed amendment is considered appropriate.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.3</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator
<b>Chapter/Section</b>	Section 4.7.2.3
<b>Proposed Material Amendment</b>	
<p>Update the following objective contained in Section 4.7.2.3 ‘Key Town – Navan’:ED OBJ 24 To <del>implement the extension</del> <b>support the reappraisal and thereafter, promote, facilitate and advance</b> of the Dunboyne/M3 Parkway rail line to Navan during the Midterm review of the Regional Spatial and Economic Strategy, in accordance with Table 8.2 of the Regional Spatial and Economic Strategy.</p>	
<b>Submissions Received on MA</b>	MH-C52-296 NTA
<b>Summary of Submission</b>	
Please refer to Item. 2 of NTA submission MH-C52-296.	
<b>Chief Executive Response</b>	
Please refer to response to Item. 2 of NTA submission MH-C52-296.	
<b>Chief Executive Recommendation</b>	
It is recommended that the Plan be made with the proposed Material Amendment as displayed.	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.4</b>
<b>Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator
<b>Chapter/Section</b>	Section 4.7.3.2
<b>Proposed Material Amendment</b>	
Delete the following objective from Section 4.7.3.2 'Dunshaughlin'; <del>ED-Obj 39 To explore in conjunction with Irish Rail and other stakeholders the feasibility of a future rail spur off the Navan-Dublin Rail line from Dunshaughlin to serve Ashbourne and Ratoath.</del>	
<b>Submissions Received on MA</b>	MH-C52-296 NTA
<b>Summary of Submission</b>	
Please refer to Item No. 2 in NTA submission MH-C52-296 and Proposed Amendment 5.10 which contains the aforementioned objective.	
<b>Chief Executive Response</b>	
Please refer to response No. 2 in NTA submission MH-C52-296.	
<b>Chief Executive Recommendation</b>	
It is recommended that the Plan be made with the proposed Material Amendment as displayed.	



<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.5</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-372 Marston Planning on behalf of Tattersalls Ireland
<b>Chapter/Section</b>	Section 4.7.4.2
<b>Proposed Material Amendment</b>	
<p>Objective ED OBJ 58 to be amended in Section 4.7.4.2 Ratoath as follows:</p> <p>“To support the development of an equestrian hub at Ratoath <b>within the Strategic Employment Site</b> that maximises the internationally recognised equine facilities at Tattersalls and Fairyhouse and ensures the County continues to be a leader in the Irish and International sport horse industry, including breeding, racing, competing, and training <b>as well as facilitating the diversification of these businesses to enable their continued expansion and employment generation.</b>”</p>	
<b>Submissions Received on MA</b>	MH-C52-251 - Marston Planning on behalf of Tattersalls Ireland MH-C52-265 - Horse Racing Ireland
<b>Summary of Submission</b>	
<p>MH-C52-251 - Marston Planning on behalf of Tattersalls Ireland: The premise of this submission is to ensure that changes put forward under the Material Amendments relating to the southern part of Ratoath do not compromise the ability of Tattersalls to continue to function in a profitable, sustainable and efficient manner. The submission welcomes the principle of the rewording of Objective ED OBJ 58. This amendment is considered a recognition by Meath County Council of Tattersalls Ireland contribution as an equine and economic asset of local, national and international importance and the potential the business provides for future employment opportunities.</p> <p>MH-C52-265 - Horse Racing Ireland Horse Racing Ireland welcomes the inclusion of these amendments as this clarifies that Fairyhouse Racecourse and Tattersalls are both included in the Strategic Employment Site. It is submitted that this objective is consistent with the strategic objectives of Horse Racing Ireland and as such engagement with Meath County Council will be welcome on this matter.</p>	
<b>Chief Executive Response</b>	
<p>MH-C52-251 - Marston Planning on behalf of Tattersalls Ireland Meath County Council note that this submission generally welcomes the amended version of ED OBJ 58. Meath County Council are of the view that the equine industry, particularly at this location in Ratoath, is an important part of the local economy in County Meath as well as being an important part of the heritage of the county. All primary and ancillary land uses associated with equine industry as well as Tourism</p>	

zoning objective that are ‘permitted in principle’ and ‘open for consideration’ under the zoning matrix would typically be considered appropriate on these lands, subject to normal planning considerations.

**MH-C52-265 – Horse Racing Ireland**

This submission generally welcomes the amended version of ED OBJ 58. Meath County Council note that all primary and ancillary land uses associated with equine industry as well as Tourism zoning objective that are ‘permitted in principle’ and ‘open for consideration’ under the zoning matrix would typically be considered appropriate at this location. Meath County Council views the equine industry, particularly at this location in Ratoath, as an important part of the local economy in County Meath as well as being an important part of the heritage of the county.

Meath County Council welcome both of these submissions which support the adoption of this amendment and the amended text will support the delivery of the Strategic Employment site as well as ensuring that the equine facilities at this location are developed in a sustainable and sensitive manner.

**Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.6</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-272 Navan & District Angling Association MH C5-453 Boyne Catchment Angling Association MH-C5-556 Kells Anglers
<b>Chapter/Section</b>	Section 4.11.1 Rural Enterprise
<b>Proposed Material Amendment</b>	
<p>Include new Policy in Section 4.11.1 Rural Enterprise:</p> <p><b>ED POL XX</b></p> <p><b>To support sustainable game and coarse angling throughout the Boyne Valley in County Meath in line with normal planning considerations so as to enhance and support angling tourism in addition to protecting and raising awareness of aquatic based species and habitat improvement.</b></p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	

The proposed policy will support the appropriate use of natural features within the county as well as the protection of the river and the surrounding environment, which will be a priority in the case of the River Boyne and Blackwater.

**Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.7</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-1016 Hibernia Steel Products Ltd MH-C5-901 N2 Auto Salvage Ltd
<b>Chapter/Section</b>	Section 4.11.1
<b>Proposed Material Amendment</b>	
<p>Include the following additional Policy in Section 4.11.1 ‘Rural Enterprise’:</p> <p><b>ED POL XX</b></p> <p><b>Meath County Council shall positively consider and assess 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.</b></p>	
<b>Submissions Received on MA</b>	MH-C52-38 TII
<b>Summary of Submission</b>	
Please refer to Item No. 1 of TII submission MH-C52-38.	
<b>Chief Executive Response</b>	
Please refer to response to Item No. 1 of TII submission MH-C52-38	
<b>Chief Executive Recommendation</b>	
It is recommended that the Plan be made with the proposed Material Amendment as displayed	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.8</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator
<b>Chapter/Section</b>	Section 4.11.1
<b>Proposed Material Amendment</b>	
<p>Include the following new policy in Section 4.11.1 ‘Rural Enterprise’:</p> <p><b>ED POL XX</b></p> <p><b>To support the implementation of the Rural Development Investment Programme and the Town and Village Renewal Scheme across the County and prepare for future funding opportunities from these initiatives or any new initiative that may replace these.</b></p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>In relation to the promotion of rural towns and villages, it is considered that the proposed amendment highlights the importance of the Town and Village Renewal Scheme. Accordingly, it is considered appropriate to include this new policy to support the implementation of the Renewal Scheme.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.9</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-685 Tony Bamford Planning on behalf of Lidl Ireland	
<b>Chapter/Section</b>	Section 4.12 Retail	
<b>Proposed Material Amendment</b>		
<p>Include new objective in Section 4.12 'Retail';</p> <p><b>ED OBJ XX</b></p> <p><b>To undertake a review of the Meath County Retail Strategy 2020-2026, over the life of the Development Plan.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>It is noted that due to the legislative delays relating to Covid-19 as well as the delays in the adoption of the RSES for the Eastern and Midland Regional Assembly area, it will be necessary to update the County Retail Strategy during the lifetime of the County Development Plan. Furthermore, Covid-19 has had a significant impact on Towns and Villages with particular effects on the public realm, the retail environment and the core of towns and villages. This, as well as the growth of online retail sales, will have to be considered as part of a revised Retail Strategy that also includes provisions for 2027.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.10</b>		
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	<i>MH-C5-60 Eastern and Midland Regional Assembly</i>		
<b>Chapter/Section</b>	Section 4.17		
<b>Proposed Material Amendment</b>			
<p>Amendment to Table 4.1 'Retail Hierarchy' contained in Section 4.17 Retail Hierarchy as follows;</p> <p><b>– Enfield changed from Level 3 to Level 4</b></p> <p>Table 4.1</p>			
<b>Level</b>	<b>Type of Centre</b>	<b>Centre</b>	<b>Type of services</b>
Level 1	Regional Growth Centre	None	South Drogheda Environs
Level 2	Major town centre/County Town	Navan	Level 2 centres should offer a full range of types of retail services from newsagents to specialist shops, large department stores, convenience stores of all types, shopping centres and a high level of mixed uses. Level 2 centres should be well serviced by public transport.
Level 3	Town And/Or District Centres and Sub County Town Centres	Ashbourne, Dunboyne*, Dunshaughlin, Kells, Trim, Laytown/ Bettystown, <del>Enfield</del>	Level 3 centres will vary in terms of scale of provision and the size of catchment. Generally where the town is not close to a major town such as Ashbourne/ Dunboyne/ <del>Enfield</del> and there is a large catchment there should be a good range of comparison shopping with a mix of uses and services. At least one supermarket and smaller scale comparison departmentstore to cater for local needs.

Level 4	Small towns, village and local centres	Various locations within the county including (although not exclusively) Athboy, Ballivor, Clonee, Duleek, <b>Enfield</b> , Kilmessan, Nobber, Oldcastle, Ratoath, Slane and Stamullen.	Level 4 centres should generally provide for one supermarket ranging in size with a limited range of local shops, supporting services such as a health centre, community facilities and recreation uses. This type of centre should meet the day to day needs of the local population and surrounding catchment.
Level 5	Small villages	Various locations	These centres should meet the basic day to day needs of the surrounding residents. These shops can present as a rural focal point with a local post office near to the local primary school or GAA club or as a small terrace of shops in an urban area such as Blackcastle Shopping centre in Navan.
Other	Regional Growth Centre	Southern Environs of Drogheda	Drogheda environs contain a relatively large quantum of retail development due to its association with Drogheda, a second tier centre in the national retail hierarchy. Southgate Shopping Centre (District Centre) is located at Colpe Cross on the southern fringe of Drogheda and includes a significant office component. The retail provision in Drogheda environs performs an important function in serving the needs of the local and surrounding communities.

\*Dunboyne will gradually develop over the next 20 years towards a Level 2 Centre in recognition of the status affirmed in the Retail Strategy for the Greater Dublin Area

The above table shall be reflected across Vol. 1 and Vol. 2 of the Draft Plan and shall be reflected in the Meath Retail Strategy 2020-2026

<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>It was considered that the proposed retail hierarchy as outlined in the Draft Plan required updating to ensure compliance with Table 6.1 of the RSES. It is considered that the proposed amendment will ensure consistency with the RSES and should be adopted. Despite this change, it is noted that the Enfield Settlement Strategy provides appropriate opportunities for improved/additional retail facilities in line</p>	

with the planned population growth. The development of any significant retail facilities in Enfield will be subject to the provisions of the Retail Design Guidelines 2012 and as such this amendment is considered appropriate.

**Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.11</b>
<b>Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-802 Department of Culture Heritage and the Gaeltacht
<b>Chapter/Section</b>	Section 4.26

**Proposed Material Amendment**

Amend the following policy contained in Section 4.27 ‘Tourist Infrastructure’ as follows:

ED POL 38: To support the development of new tourist facilities or upgrading/ extension of existing tourist facilities at tourist sites within the County such as the Hill of Tara, Loughcrew and Trim Castle **in conjunction with OPW and DCHG in accordance with the National Monuments Acts 1930 to 2014 and in accordance** with proper planning and sustainable development principles. These facilities should avail of shared infrastructure and services where possible and will be designed to the highest architectural and design standards.

<b>Submissions Received on MA</b>	No Submissions Received
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**Chief Executive Response**

Meath County Council works in conjunction with OPW and the DCHG across a number of areas. The proposed amendment will provide certainty for the Department of Culture Heritage and the Gaeltacht that the relevant tourist facilities will be developed in consultation with the OPW and DCHG.

**Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed



<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.12</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH -C5-746 Fáilte Ireland
<b>Chapter/Section</b>	Section 4.26
<b>Proposed Material Amendment</b>	
<p>Include the following body text in Section 4.26 ‘Development Plan Vision for Tourism’ as follows:</p> <p><b>Fáilte Ireland has started work on the ‘Ancient’ Visitor Experience Development Plan (AVEDP) which aims to develop world-class experiences focused on the region’s rich ancient heritage. This destination development plan will be implemented over the next five years and will be based primarily around Brú na Bóinne and the greater Boyne Valley areas. It is designed to be a roadmap for enhancing the existing Ancient visitor proposition to achieve the objectives of addressing seasonality, increasing visitor numbers, improving dwell time and visitor dispersion across the destination. The plan will provide a destination wide tourism development focus, harnessing existing plans and examining new projects to create a world class destination, using Ancient as the core theme.</b></p> <p><b>The AVEDP seeks to capture these projects within one plan and maximise their potential over the next five years. In the development of the AVEDP, the associated objectives reflect the contribution of this plan to achieving the of goals of ‘People, Place and Policy: Growing Tourism to 2025’ that include growing visitor numbers, overseas revenue and employment. In achieving these, the plan also addresses the challenges of seasonality, regional dispersion of visitors and sustainability. Recent multi-million-euro investment into the destination</b></p> <p><b>by Fáilte Ireland has already mobilised projects with the potential to be transformative. Examining the broader opportunity around the Brú na Bóinne visitor experience in a UNESCO World Heritage Site has been a central focus. However, the AVEDP has identified an additional range of emerging opportunities with the ability to deliver some of the most experiential Ancient experiences in the world.</b></p>	
<b>Submissions Received on MA</b>	MH-C52-211 – Northern and Western Regional Assembly.

### **Summary of Submission**

MH-C52-211 – Northern and Western Regional Assembly: The submission outlines that a key objective of the RSES for the Northern and Western region is to grow the tourism offer across the Ancient East Brand. The Assembly welcomes Proposed Amendment 4.12 which relates to Section 4.26 (Economy and Employment Strategy), as it proposes to include text referring to the development of a ‘Ancient’ Visitor Experience Development Plan by Fáilte Ireland. This is considered important in the context of the ongoing collaboration necessary to develop the tourism brand for ‘Ireland’s Ancient East’ which includes parts of Cavan and Monaghan.

### **Chief Executive Response**

Meath County Council welcome the preparation of the Ancient “Visitor Experience Development Plan (AVEDP). The preparation of interpretive plans/ policies prepared by Fáilte Ireland is supported by Meath County Council, who will continue to work closely with Fáilte Ireland and relevant Regional Assemblies on implementing the policies and objectives relating to Brú na Boinne as well as other tourism locations.

### **Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.13</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-802 Department of Culture Heritage and the Gaeltacht	
<b>Chapter/Section</b>	Section 4.27	
<b>Proposed Material Amendment</b>		
<p>Include the following policy amendments in Section 4.27 ‘Tourist Infrastructure’:</p> <p>ED POL 44 - To encourage and support the development of the former Town Hall to use as a Visitors Centre for Trim Castle <b>to be undertaken in conjunction with OPW and DCHG.</b></p> <p>ED POL 53 - To support the development and improvement of tourist facilities at historical sites in the County only in instances where the development does not damage the resource or prejudice its future tourist value in any way, particularly in and proximate to the Brú na Boinne and Hill of Tara areas <b>to be undertaken in conjunction with OPW and DCHG.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>Meath County Council works in conjunction with OPW and the DCHG across a number of areas. It is considered that the proposed amendment will provide certainty for the Department of Culture Heritage and the Gaeltacht that the relevant tourist facilities will be developed through collaboration with the OPW and DCHG.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.14</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH -C5-746 Fáilte Ireland	
<b>Chapter/Section</b>	Section 4.28.2	
<b>Proposed Material Amendment</b>		
<p>Amend Section 4.28.2 'Festivals and Events' objectives as follows:</p> <p>ED POL 47 To support and promote existing <b>and new</b> festivals and sporting events to increase the cultural, heritage and lifestyle profile of the County, and where appropriate to promote and facilitate the development of new events and venues to host these events.</p> <p>ED OBJ 73 To support and promote existing <b>and new</b> festivals and sporting events to increase the cultural, heritage and lifestyle profile of the County, subject to the satisfactory location, access, parking provision and protection of the surrounding environment.</p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>Meath County Council supports the creation of festivals and sporting events to increase the cultural, heritage and lifestyle profile of the County. Such festivals can provide important economic opportunities across the county whilst exhibiting the natural features and sporting facilities that are available in the county.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.15</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	<p>NOM 15 Cllr. Gerry O'Connor Related Submission MH-C5-880 Stephen Little &amp; Associates on behalf of Sasula UC</p> <p>NOM 51 Cllr. Francis Deane Related Submission MH-C5-1755 WKN Real Estate Advisors on behalf of Maynooth Missionto China (Incorporated)</p> <p>FTF) NOM 55 Cllr. Nick KillianMH-C5-633 G Davenport Architecture on behalf of Pat O'Hare</p>
<b>Chapter/Section</b>	Section 4.28.3
<b>Proposed Material Amendment</b>	
<p>Include a new policy in Chapter 4, Section 4.28.3 'Multi-Experience Attractions' as follows:</p> <p><b>ED POL XX</b></p> <p><b>To promote the historic demesne at Killeen Castle Estate as a high quality integrated tourism product of National significance bearing in mind the uniquehistoric, cultural and architectural importance of the lands and its success to- date in hosting International sporting events and its further potential as an integrated tourism destination centred on a premium Hotel.</b></p> <p>The following objective shall be included within Chapter 4, Section 4.28.3, as follows:</p> <p><b>ED OBJ XX</b></p> <p><b>To promote the sustainable use and further development of the Dalgan Park Campus, compatible with existing and established uses which include educational, residential, commercial office, medical, leisure, institutional, tourism and agricultural uses; and future use which include various ancillary tourism uses. The approach seeks, in relation to existing and new development,to protect the heritage, cultural and historical attributes of the Dalgan Park Campus and to ensure the retention of public access. The objective seeks to promote the reuse, expansion and adaptation of existing buildings within the Campus, and to provide suitable future accommodation for the Columban Missionaries.</b></p> <p>The following objective shall be included within Chapter 4, Section 4.28.3, as follows:</p>	

**ED OBJ XX**

**“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 and equine 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**

**Submissions Received on MA**

MH-C5-290 – Sasula UC

**Summary of Submission**

MH-C5-290 – Sasula UC

This submission outlines the investment and importance of development at Killeen Castle and the need for the ongoing support of Meath County Council. The submission outlines the support of the promoter / owner of the property for the proposed material amendment the historic demesne at Killeen Castle Estate as an integrated tourism destination centered on a premium Hotel.

**Chief Executive Response**

MH-C5-290 – Sasula UC

Meath County Council recognize the potential importance of Killeen Castle in the context of the tourism offer of Meath. The proposed Material Amendments will ensure that this location is supported to develop as important Multi-Experience Attractions that can provide added benefit to the existing geographical and cultural features of Meath.

In relation to the proposed amendment, Meath County Council are of the view that the inclusion of the amendments for Killeen Castle, Dalgan Park and Lagore House are appropriate as these locations are centered around protected structures and will further develop as Multi-Experience Attraction locations. It is noted that the policies and objectives of the Draft Plan as well as the relevant legislation related to protected structures will have to be considered during the consideration of applications for these sites.

**Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 4.16</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-112 Transport Infrastructure Ireland (TII)
<b>Chapter/Section</b>	Section 4.28.5
<b>Proposed Material Amendment</b>	
<p>Amend the body text under ED OB 74 to remove the following text in Section 4.28.5 'Walking and Cycling Routes':</p> <p>The delivery of these Greenways and the upgrade of these towpaths will be subject to the outcome of the Appropriate Assessment process. <del>Where likely significant effects on European Sites are identified, alternative locations and/or designs will be developed to ensure that the upgrades will not adversely affect the integrity of any European Sites, either alone or in combination with any other Plans or projects. Considering the general location provided for these upgrades, and the ecological information and assessment required to be carried out to inform their design, it is reasonable to assume that at the detailed design stage any potential for a project element to impact on the European Site could, and will, be resolved through the exploration of alternative locations or designs. If, despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of the European site, the project will not be progressed unless an alternative solution can be implemented which avoids/ reduces the impact to a level that the integrity of the European Site(s) is (are) unaffected.</del></p>	
<b>Submissions Received on MA</b>	Department of Housing Local Government and Heritage - MH-C52-303
<b>Summary of Submission</b>	
<p><u>Department of Housing Local Government and Heritage - MH-C52-303</u> The Department notes that in a number of cases the material alterations proposed involve omissions of sentences and clauses from policies in the Draft Development Plan which essentially explain how the Appropriate Assessment process operates to protect the integrity of European or Natura 2000 sites.</p> <p>It is not apparent to the Department why these various omissions of wording from policies in the Draft Development Plan have been adopted by Meath County Council as they will have no effect one way or the other in altering the legal requirements arising from the Habitats Directive (92/43/EEC) and Birds Directive (2009/147/EC) to protect the integrity of European sites threatened by a proposed plan or project.</p> <p>The Department therefore recommends that the original wording of the above and similar policies in the Draft Meath County Development Plan should be restored, as</p>	

they served to clarify to a considerable degree the protection afforded Natura 2000 sites through the Appropriate Assessment process; a protection which to some extent is obscured by the wording omissions now proposed by the Council.

### Chief Executive Response

#### Department of Housing Local Government and Heritage - MH-C52-303

Meath County Council welcome the opportunity to clarify the basis on which it was determined that the text relating to Appropriate Assessment should be removed.

As the Department are aware, Appropriate Assessment comprises a four-stage process, for which guidance is set out in the *Appropriate Assessment of Plans and Projects in Ireland, Guidance for Planning Authorities*, (Dept. of Environment, Heritage and Local Government). This includes 1) screening 2) full appropriate assessment 3) alternative solutions and 4) Imperative Reasons of Overriding Public Interest.

The text included in MOV OBJ 35, MOV OBJ 33, HER POL 25, HER POL 32 and other policies do not provide the opportunity to proceed to Stage 4 of Article 6(4) where a project seeks to establish Imperative Reasons of Overriding Public Interest *'where there are no less damaging alternative solutions and compensatory measures have been identified that can be put in place'*<sup>2</sup>. Consequently, the paragraph detailing the AA process, which has now been omitted, is not considered to be consistent with Art. 6(3) and 6(4) of the Habitats Directive.

It should also be noted that the Draft Meath CDP has been the subject of a full Appropriate Assessment and Strategic Environmental Assessment carried out by external consultants, that has informed the development of the draft policies and objectives within the Draft Plan. It is therefore, not considered appropriate to prejudge any Appropriate Assessment process that would be subsequently be carried out at Development Management stage when each project is assessed individually and in detail.

Her OBJ 32 adequately outlines the legal requirements arising from the Habitats Directive and the exclusion of the deleted text will remove unnecessary repetition and unwieldy policies that are already inherent in the carrying out of AA.

### Chief Executive Recommendation

It is recommended that the Plan be made with the proposed Material Amendment as displayed

<sup>2</sup> *Appropriate Assessment of Plans and Projects in Ireland, p5, Guidance for Planning Authorities*, (Dept. of Environment, Heritage and Local Government)



## CHAPTER 5

# Movement Strategy

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.1</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-624 Dept. of Transport, Tourism and Sport
<b>Chapter/Section</b>	Section 5.3
<b>Proposed Material Amendment</b>	
<p>Delete the following body text and replace as follows in Section 5.3 ‘Policy Context’ :</p> <p><del>Building on Recovery: Infrastructure and Capital Investment 2016-2021 (Department of Public Expenditure and Reform) The Capital Plan presents the Government’s €42 billion framework for infrastructure investment in Ireland over the period 2016 to 2021. The plan is committed to the provision of high quality infrastructure. It outlines allocations for new projects across a number of key areas and funding to ensure that the present stock of national infrastructure is refreshed and maintained. In particular it mentions the commencement of the Slane By-Pass and the Laytown – Bettystown link road.</del></p> <p>Replace with:</p> <p><b>National Development Plan 2018-2027 (NDP)</b></p> <p><b>The National Development Plan 2018 - 2027 (NDP) sets out the investment priorities that will underpin the implementation of the National Planning Framework, through a total investment of approximately €116 billion. This level of capital spending will provide clarity to the construction sector, allowing the industry to provide the capacity and capability required to deliver Government’s long-term investment plans. With Enhanced Regional Accessibility a National Strategic Outcome, the Plan outlines the national road network projects which will be provided with investment. This includes the N2/A5 road, serving Meath, Monaghan and Donegal and the N2 Slane Bypass.</b></p>	
<b>Submissions Received on MA</b>	MH-C52-06 – Dept. of Transport
<b>Summary of Submission</b>	
<p>Since the previous plan was published there have been important policy developments which are relevant to accessible and integrated public transport. These include:</p> <ol style="list-style-type: none"> <li>1) the publication of the “whole of Government” National Disability Inclusion Strategy (NDIS) 2017-2022, which includes specific actions assigned to Local Authorities. For example, action 108 relates to the ‘dishing’ of footpaths and action 109 relates to accessible infrastructure, including bus stops., ‘Dishing’</li> </ol>	

is where the footpath is sloped for wheelchair access and lack of the same, is often cited as a major concern for wheelchair users.

- 2) The ratification by Ireland in 2018 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD). The UNCRPD puts obligations on State Parties to ensure access for persons with disabilities to, inter alia, the physical environment and transportation in both urban and rural areas.
- 3) the DMURS Interim Advice Note – Covid-19 Pandemic Response which was published on the DMURS website in 2020. It includes guidance that designers should ensure that measures align with the principles of universal design, consider Government policy on accessibility for people with disabilities and consult people with disabilities to further appraise measures. (see Proposed amendments Chapter 5.4 which refers to the 2019 version of the DMURS)
- 4) To make public transport fully accessible to people with disabilities requires a ‘whole journey approach’ which refers to all elements that constitute a journey from the starting point to destination. Local Authorities are a key stakeholder in this regard in the context of ensuring a universal design approach to the built environment, including footpaths, cycle paths, roads, pedestrian crossing points, town greenways and bus stops/shelters.
- 5) the publication by the National Transport Authority (NTA) of its ‘Local Link Rural Transport Programme Strategic Plan 2018 to 2022’. Its mission statement is “to provide a quality nationwide community based public transport system in rural Ireland which responds to local needs.” Its key priorities include the reduction of social exclusion and the integration of rural transport services with other public transport services. In addition, one of its key objectives is greater interaction/co-ordination with Local Authorities regarding the assessment of strategic transport needs and in the development of proposed transport plans for local areas.

### **Chief Executive Response**

The Chief Executive notes the comments and recommendations of the Department of Transport, Tourism and Sport in its original submission and agrees that the Draft Plan should be amended as necessary to incorporate the updates referenced by the Department.

A further submission from the Department of Transport has highlighted a number of policy developments which have occurred during the plan-making period. These policy changes do not relate to a material amendment but should instead be included in the Errata Addendum to the Draft CDP which includes updates that have occurred during the plan-making process. It is considered, where relevant, important to include these in the final Plan to ensure latest policy developments are acknowledged and adhered to.

### **Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.2</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-46 Cavan County Council
<b>Chapter/Section</b>	Section 5.3
<b>Proposed Material Amendment</b>	
<p>Include the following body text in Section 5.3 ‘Policy Context’:</p> <p>A number of sections of the national road network will be progressed through pre-appraisal and early planning <del>during 2018</del> to prioritise projects which are proceeding to construction in the National Development Plan. These projects include: N3 Clonee to M50, <b>N3 Virginia Bypass</b>, N2 Rath Roundabout to Kilmoon Cross, N2 Ardee to south of Castleblayney and N2 Clontibret to the Border. A number of local roads are listed in the NDP for progression over the life of the plan in which the Bettystown/Laytown Spine Road is included.</p>	
<b>Submissions Received on MA</b>	MH-C52-211 Northern & Western Regional Assembly
<b>Summary of Submission</b>	
<p>The Assembly welcome the Proposed Amendment 5.2 within Chapter 5 as it proposes to include reference to the N3 Virginia By-Pass Road Scheme. This is important as Virginia (together with Carrickmacross, Co. Monaghan) are identified as places of regional potential within the NWRA’s Regional Spatial &amp; Economic Strategy 2020-2032 (RSES). The N-3 Virginia By-Pass Scheme is a key strategic priority for the region and this is reflected in Regional Policy Objective 6.7 of the RSES for the Northern and Western Region.</p>	
<b>Chief Executive Response</b>	
<p>Meath County Council supports the development of the N3 Virginia Bypass Scheme and concurs with the amendments proposed by Cavan County Council and supported by Northern &amp; Western Regional Assembly. These changes will be incorporated into Chapter 5 of the Draft Plan under the Movement Strategy.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.3</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-624 Dept. of Transport, Tourism and Sport
<b>Chapter/Section</b>	Section 5.3
<b>Proposed Material Amendment</b>	
<p>Delete the following body text and replace as follows in Section 5.3 ‘Policy Context’:</p> <p><del>Investing in our Transport Future – A Strategic investment Framework for Land Transport (Department of Transport, Tourism and Sport, 2015) This document considers the role transport should play in the future of the Irish Economy and seeks to identify a strategy for the development and management of Irelands land-transport network. The framework is intended to guide key land transport investment decisions over the next number of decades. The document also provides a set of criteria against which to assess national and regional land use planning policy, including the development of a possible new spatial planning framework. It also functions as a filter for new transport investment projects prior to their appraisal for suitability for inclusion in national or regional schemes.</del></p> <p><b>Planning Land Use and Transport – Outlook 2040</b></p> <p><b>Transport investment must have due regard for the Project Ireland 2040 National Strategic Outcomes, particularly those which are most relevant to the transport sector, such as enhanced regional accessibility and sustainable mobility.</b></p> <p><b>To ensure a consistency of approach across Government in relation to Project Ireland 2040, Planning Land Use and Transport: Outlook 2040 sets out a framework for future transport investment. This document will replace Transport Future – A Strategic Investment Framework for Land Transport (SIFLT) and will ensure a joined-up approach to planning across Government.</b></p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
The Chief Executive agrees to amend the Draft Plan as necessary to incorporate the above strategic policy document referenced 5.3 by the Department.	
<b>Chief Executive Recommendation</b>	
It is recommended that the Plan be made with the proposed Material Amendment as displayed.	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.4</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-816 Office of the Planning Regulator
<b>Chapter/Section</b>	Section 5.3 Policy Context
<b>Proposed Material Amendment</b>	
<p>Amend the following body text in Section 5.3 ‘Policy Context’:</p> <p><u>Design Manual for Urban Roads and Streets 2019 (DMURS), (Department of Transport, Tourism and Sport and the Department of Environment)</u></p> <p>The focus of the manual is to create streets that are safe, attractive and comfortable for all users. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets. Well designed streets can create connected physical, social and transport networks that promote real alternatives to car journeys, namely walking, cycling or public transport. The manual gives guidance on the layout of new developments and on the design of individual roads and streets taking into account streetscapes, urban design as well as engineering criteria. <b>Where relevant</b>, the manual must be implemented <del>taken-into account</del> by all Planning Authorities when permitting or planning development.</p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>The Chief Executive acknowledges and fully accepts the importance of the Design Manual for Urban Roads and Streets (2019), the role of encouraging more sustainable travel patterns and agrees with the recommendation to strengthen the wording in Chapter 5 Movement Strategy regarding the implementation of DMURS.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.5</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	(FTF) NOM 5 Cllr Mike Bray	
<b>Chapter/Section</b>	Section 5.5 Integration of Land Use and Transportation Planning	
<b>Proposed Material Amendment</b>		
<p>Insert the following new objective in Section 5.5 ‘Integration of Land Use and Transportation Planning’:</p> <p><b>MOV OBJ XX - To seek regular engagement between Transport Infrastructure Ireland (TII) and the relevant Municipal District regarding road safety issues communities located on Meath’s national roads</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>The Chief Executive considers it appropriate to include this additional objective to liaise with TII to ensure and prioritise ongoing improvements to road safety in the county.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.6</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-823 National Transport Authority
<b>Chapter/Section</b>	Section 5.5
<b>Proposed Material Amendment</b>	
<p>Update the following objective in Section 5.5 ‘Integration of Land Use and Transportation Planning’:</p> <p>MOV OBJ 1: ‘To prepare and commence implementation of, Local Transport Plans (LTP), in conjunction with the NTA and relevant stakeholders, for Drogheda (in conjunction with Louth County Council as part of the Joint Urban Plan), Ashbourne, Navan, Ratoath, other settlements where appropriate, <b>having regard to the Area Based Transport Assessment Guidance Notes (2019).</b></p>	
<b>Submissions Received on MA</b>	MH-C52-296 - NTA
<b>Summary of Submission</b>	
<p>The NTA welcomes the inclusion of a reference to Area Based Transport Assessments in the amended objective MOV OBJ 1. However, the reference to ‘other settlements as appropriate’ does not explicitly relate to all settlements at small town scale and above, and the NTA recommends that MOV OBJ 1 should be further amended to include such reference.</p> <p>The NTA is concerned at the reliance of the Draft Plan on the preparation of Masterplans for identified sites at a range of scales in urban areas. The DoECLG Guidelines for Planning Authorities on Sustainable Residential Development in Urban Area and Local Area Plans advise that non-statutory plans such as Masterplans can supplement and complement, but not replace statutory plans, and recommend that the outputs of the master-planning process should be incorporated into the Development Plan on and LAP by way of variation. As proposed, the methodology for the preparation of masterplans and their status in the development management process has not been clearly set out in the Draft Plan, and the potential lack of an evidence-based, plan-led approach to the development of these areas, including lack of public and stakeholder consultation, is a matter of concern.</p> <p>The NTA recommends that these concerns may be addressed by proposing the following amendments:</p> <ul style="list-style-type: none"> <li>• MOV OBJ 1 should be further amended by replacing the reference to ‘other settlements as appropriate’ with reference to ‘<b>all settlements as Small Town Scale and above</b>’</li> <li>• The plan should include an objective regarding the use of the ABTA process in the preparation of Local Transport Plans for all area for which a Masterplan is proposed in the Draft Plan, regardless of the scale of the settlement or its</li> </ul>	

- inclusion in the revised MOV OBJ 1 above: and;
- The development of larger sites within the subject settlements under a revised MOV OBJ 1 should be contingent on the completion of the LAP/LTP process.

**Chief Executive Response**

Please refer to Item No. 3 of the response to the NTA submission MH-C52-296

**Chief Executive Recommendation**

It is recommended that the Plan be made with the Material Amendment as displayed, subject to minor modification. Please refer to Item No. 3 of the response to the NTA submission MH-C52-296



<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.7</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-60 Eastern and Midland Regional Assembly	
<b>Chapter/Section</b>	Section 5.5	
<b>Proposed Material Amendment</b>		
<p>Amend MOV POL 1 in Section 5.5 Integration of Land Use and Transportation Planning as follows;</p> <p>MOV POL 1: To support and facilitate the integration of land use with transportation infrastructure, through the development of sustainable compact settlements which are well served by public transport, <b>in line with the guiding principles outlined in RPO 8.1 of the EMRA RSES 2019-2031.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>It is considered that the guiding principles of RPO 8.1 have been adequately incorporated in to the Draft Plan. For example, RPO 8.1 has been noted in Section 5.2 Statutory Context of the Draft Plan. It is however considered appropriate to note RPO 8.1 as part of MOV POL 1.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.8</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	NOM 23 Cllr Francis Deane MH-C5-816 Office of the Planning Regulator	
<b>Chapter/Section</b>	Section 5.7	
<b>Proposed Material Amendment</b>		
<p>Insert the following body text into Section 5.7 'Sustainable Transport' as follows and re-number accordingly;</p> <p><b>5.7.1 Modal Changes</b></p> <p><b>The Council engaged with the NTA to develop modal share targets for the promotion of measures to increase the use of public transport, while also increasing the modal share for walking and cycling in towns across the County. Further information on modal targets are outlined in the Volume 2 Written Statements for Settlements.</b></p> <p><b>The modal share targets have been informed by the 2016 POWSCAR data and an assessment by the Transportation Department of Meath County Council and the NTA of achievable modal share targets for 2026.</b></p> <p><b>From the 2016 POWSCAR data, the following information on settlements within County Meath was noted:</b></p>		
<b>Highest levels for Walking:</b>	<b>Kells/Ratoath</b>	<b>19%</b>
<b>Highest levels for Cycling:</b>	<b>Maynooth</b>	<b>3%</b>
<b>Highest levels of Bus Use:</b>	<b>Duleek</b>	<b>20%</b>
<b>Highest levels of Rail Use:</b>	<b>Maynooth</b>	<b>12%</b>

<b>Highest levels of Car Use:</b>	<b>Kilcock 74%</b>
<b>Highest Combined Public Transport:</b>	<b>Laytown 26%</b>

Conversely, the following statistics were also observed

<b>Lowest Walking:</b>	<b>Maynooth 2%</b>
<b>Lowest Cycling:</b>	<b>Kilcock 0%</b>
<b>Lowest Bus:</b>	<b>Maynooth 6%</b>
<b>Lowest Rail:</b>	<b>Ashbourne/Kells/Navan 0%</b>
<b>Lowest Car Usage:</b>	<b>Dunboyne/Enfield 59%</b>
<b>Lowest Combined Public Transport:</b>	<b>Navan 11%</b>

The potential for growth in bus patronage is greatest in Navan where the Council and the NTA are working to deliver major bus improvement works as part of the Navan 2030 project. Notwithstanding this, it is considered that there is limited scope for growth in rail users over the life of the plan (although this is a key aim of Meath County Council in the medium to longer term) and the benefits from the electrification of the lines to Drogheda, the M3 parkway and introduction of DART services will not be realised until post 2026. While it remains the policy of the Council to promote, facilitate and advance the delivery of Phase II of the Navan railway line project and associated rail services in cooperation with other relevant agencies, no account of the potential benefits of this project could be taken for this study.

Incorporate the following targets into the relevant Written Statements (Settlements) of Volume 2 of the Draft Plan.

<b>Ashbourne</b>	
<b>Modal Share for Walking</b>	<b>22% (Increase from 15% in 2016)</b>
<b>Modal Share for Cycling</b>	<b>4% (Increase from 2% in 2016)</b>
<b>Modal Share for Bus</b>	<b>16% (Increase from 15% in 2016)</b>
<b>Reduction Target for Car Use</b>	<b>54% (reduction from 64% in 2016)</b>

<b>Athboy</b>	
<b>Modal Share for Walking</b>	<b>22% (Increase from 16% in 2016)</b>
<b>Modal Share for Cycling</b>	<b>4% (Increase from 1% in 2016)</b>
<b>Modal Share for Bus</b>	<b>12% (No change from 12% in 2016)</b>
<b>Modal Share for Rail</b>	<b>1% (No change from 1% in 2016)</b>
<b>Reduction Target for Car Use</b>	<b>56% (reduction from 65% in 2016)</b>

<b>Drogheda</b>	
<b>Modal Share for Walking</b>	<b>22% (Increase from 9% in 2016)</b>
<b>Modal Share for Cycling</b>	<b>4% (Increase from 1% in 2016)</b>
<b>Modal Share for Bus</b>	<b>13% (No change from 13% in 2016)</b>
<b>Modal Share for Rail</b>	<b>5% (No change from 5% in 2016)</b>
<b>Reduction Target for Car Use</b>	<b>53% (reduction from 69% in 2016)</b>

<b>Duleek</b>	
<b>Modal Share for Walking</b>	<b>6% (Increase from 3% in 2016)</b>
<b>Modal Share for Cycling</b>	<b>4% (Increase from 1% in 2016)</b>
<b>Modal Share for Bus</b>	<b>20% (No change from 20% in 2016)</b>
<b>Modal Share for Rail</b>	<b>1% (No change from 1% in 2016)</b>
<b>Reduction Target for Car Use</b>	<b>64% (reduction from 71% in 2016)</b>

<b>Dunboyne</b>	
<b>Modal Share for Walking</b>	<b>22% (Increase from 15% in 2016)</b>
<b>Modal Share for Cycling</b>	<b>4% (Increase from 2% in 2016)</b>
<b>Modal Share for Bus</b>	<b>11% (Increase from 11% in 2016)</b>
<b>Modal Share for Rail</b>	<b>8% (no change from 8% in 2016)</b>
<b>Reduction Target for Car Use</b>	<b>53% (reduction from 59% in 2016)</b>

<b>Dunshaughlin</b>	
<b>Modal Share for Walking</b>	<b>18% (Increase from 15% in 2016)</b>

<b>Modal Share for Cycling</b>	<b>1% (No Change from 1% in 2016)</b>
<b>Modal Share for Bus</b>	<b>12% (No Change from 12% in 2016)</b>
<b>Modal Share for Rail</b>	<b>3% (No change from 3% in 2016)</b>
<b>Reduction Target for Car Use</b>	<b>57% (reduction from 64% in 2016)</b>

<b>Enfield</b>	
<b>Modal Share for Walking</b>	<b>22% (Increase from 15% in 2016)</b>
<b>Modal Share for Cycling</b>	<b>4% (Increase from 1% in 2016)</b>
<b>Modal Share for Bus</b>	<b>16% (No change from 16% in 2016)</b>
<b>Modal Share for Rail</b>	<b>3% (No change from 3% in 2016)</b>
<b>Reduction Target for Car Use</b>	<b>50% (reduction from 59% in 2016)</b>

<b>Kells</b>	
<b>Modal Share for Walking</b>	<b>24% (Increase from 19% in 2016)</b>
<b>Modal Share for Cycling</b>	<b>4% (Increase from 1% in 2016)</b>
<b>Modal Share for Bus</b>	<b>13% (Increase from 13% in 2016)</b>
<b>Reduction Target for Car Use</b>	<b>54% (reduction from 62% in 2016)</b>

<b>Kilcock</b>	
<b>Modal Share for Walking</b>	<b>7% (No change from 7% in 2016)</b>
<b>Modal Share for Cycling</b>	<b>0% (No change from 0% in 2016)</b>
<b>Modal Share for Bus</b>	<b>7% (No change from 7% in 2016)</b>
<b>Modal Share for Rail</b>	<b>8% (No change from 8% in 2016)</b>
<b>Reduction Target for Car Use</b>	<b>74% (reduction from 74% in 2016)</b>

<b>Laytown</b>	
<b>Modal Share for Walking</b>	<b>15% (No change from 15% in 2016)</b>
<b>Modal Share for Cycling</b>	<b>3% (Increase from 1% in 2016)</b>
<b>Modal Share for Bus</b>	<b>19% (Increase from 7% in 2016)</b>
<b>Modal Share for Rail</b>	<b>7% (No change from 7% in 2016)</b>
<b>Reduction Target for Car Use</b>	<b>53% (reduction from 15% in 2016)</b>

<b>Maynooth</b>	
<b>Modal Share for Walking</b>	<b>2% (No change from 2% in 2016)</b>
<b>Modal Share for Cycling</b>	<b>3% (No change from 3% in 2016)</b>
<b>Modal Share for Bus</b>	<b>6% (No change from 6% in 2016)</b>
<b>Modal Share for Rail</b>	<b>12% (No change from 2016)</b>
<b>Reduction Target for Car Use</b>	<b>73% (No change from 73% in 2016)</b>

<b>Meath Rural</b>	
<b>Modal Share for Walking</b>	<b>6% (No change from 6% in 2016)</b>
<b>Modal Share for Cycling</b>	<b>1% (No change from 1% in 2016)</b>
<b>Modal Share for Bus</b>	<b>14% (Increase from 13% in 2016)</b>
<b>Modal Share for Rail</b>	<b>2% (No change from 2016)</b>
<b>Reduction Target for Car Use</b>	<b>72% (reduction from 73% in 2016)</b>

<b>Navan</b>	
<b>Modal Share for Walking</b>	<b>23% (Increase from 15% in 2016)</b>
<b>Modal Share for Cycling</b>	<b>5% (Increase from 2% in 2016)</b>
<b>Modal Share for Bus</b>	<b>14% (Increase from 11% in 2016)</b>
<b>Reduction Target for Car Use</b>	<b>55% (reduction from 66% in 2016)</b>

<b>Ratoath</b>	
<b>Modal Share for Walking</b>	<b>24% (Increase from 19% in 2016)</b>
<b>Modal Share for Cycling</b>	<b>4% (Increase from 1% in 2016)</b>
<b>Modal Share for Bus</b>	<b>11% (No change from 11% in 2016)</b>
<b>Reduction Target for Car Use</b>	<b>57% (reduction from 65% in 2016)</b>

<b>Stamullen</b>	
<b>Modal Share for Walking</b>	<b>22% (Increase from 15% in 2016)</b>
<b>Modal Share for Cycling</b>	<b>4% (Increase from 1% in 2016)</b>
<b>Modal Share for Bus</b>	<b>10% (No change from 10% in 2016)</b>
<b>Reduction Target for Car Use</b>	<b>54% (Reduction from 65% in 2016)</b>

<b>Trim</b>	
<b>Modal Share for Walking</b>	<b>22% (Increase from 14% in 2016)</b>
<b>Modal Share for Cycling</b>	<b>4% (Increase from 1% in 2016)</b>
<b>Modal Share for Bus</b>	<b>11% (No change from 11% in 2016)</b>
<b>Reduction Target for Car Use</b>	<b>58% (reduction from 69% in 2016)</b>
<b>Submissions Received on MA</b>	MH-C52- 293 OPR
<b>Summary of Submission</b>	
<p>As noted in the summary of the OPR submission - MH-C52-293(refer to Key Submissions), the OPR welcomes the proposed material alteration Chapter 5.8 which inserted text into section 5.7 'Sustainable Transport' to refer to modal changes, with baseline data and modal share targets for main settlements and the rural area.</p>	
<b>Chief Executive Response</b>	
<p>Meath County Council and the Transportation Department have worked collaboratively with the NTA to secure baseline figures of modal splits in the larger towns of Drogheda, Ashbourne, Dunshaughlin, Dunboyne, Ratoath, Navan and Kells. Having due regard to variables such as funding and resources, Meath County Council have set targets for modal change in these towns where it is hoped they will be achieved within the lifetime of the Plan.</p> <p>These figures are presented in Volume 2 of the Draft Plan under their respective Written Statements and will inform the preparation on of each Local Transport Plans for the respective settlements. The Chief Executive notes the support of the OPR for the work carried out in this regard.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.9</b>
<b>Previous Submission/ NOM/ (FTF) NOM Numbers</b>	(FTF) NOM 3 Cllr. Mike Bray on behalf of the Fianna Fail Group MH-C5-816 Office of the Planning Regulator
<b>Chapter/Section</b>	Section 5.7.1

### Proposed Material Amendment

Delete the following text in Section 5.7.1:

~~.....The provision of a rail line from Pace (M3 Parkway) to Navan remains a key objective of the Local Authority in order to facilitate the development of Navan as a the key town in the county, as designated in the RSES. This was supported in the RSES which included an objective ‘to support the delivery of a number of rail projects including the re-appraisal of the extension of the Dunboyne/M3 Parkway line to Navan during the Mid Term Review of the GDA Transport Strategy.’ At present, there is a rail serviceto Dublin from all 12 administrative capitals with the exception of Navan putting it at a competitive disadvantage . The delivery of this critical infrastructure will strengthen the transport links in the County and will significantly improve the County’s economic competitiveness as well as having a meaningful improvement on the quality of life of the County’s residents.~~

~~The preparation of the Railway Order application for Phase II of the Navan Rail project was substantially completed including the preparation of the Environmental Impact Statement and Natura 2000 Appropriate Assessment in 2011. A route which maintained an alignment largely in keeping with the historic Navan – Dublin rail route was selected as the preferred option and extensive consultations were undertaken by Irish Rail with officials of Meath County Council and all relevant stakeholders. The Transport Strategy for the GDA 2016-2035 outlines the NTA’s policy position with regard to the delivery of Phase II of the Navan Rail Line and has noted that the extension of the commuter rail line to Navan has been previously proposed and assessed as part of the examination of the Navan-Dunboyne-Blanchardstown-Dublin City Centre corridor. It states that ‘based on current population and employment forecasts, the level of travel demand between Navan, Dunshaughlin and various stations to the city centre is considered insufficient to justify the development of a high-capacity rail link at this time. It is intended that, as part of the next Strategy review, the likely future usage of a rail connection to Navan will be reassessed, taking into account the level of development that will have taken place over the next six years in Navan and Dunshaughlin and their environs. Pending that review, the corridor previously identified for a rail link to Navan should be protected from development intrusion’<sup>2</sup> : This 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 and park and ride sites along the route. This Plan will generally ensure, through the inclusion of a specific zoning objective R1 Rail Corridor which seeks 'to provide for a strategic rail corridor and associated physical infrastructure' (as illustrated on Map Series No. 5.1) that the design route of Phase II of the Navan Rail Line (as confirmed by the NTA) will generally be reserved free from development.~~

~~It is further noted that recent support delivered to the project by the RSES, supported strongly by MCC significantly improves future prospects of delivery of this key infrastructure for County Meath and the designated Key Town of Navan.~~

~~It is the policy of the Council:~~

~~MOV POL 5 — To actively pursue in conjunction with Irish Rail the reappraisal of the extension of the Dunboyne/M3 Parkway line to Navan during the Mid Term Review of the GDA Transport Strategy in accordance with the precepts of the RSES.~~

~~MOV POL 6 — To support the reappraisal of Phase II of the Navan railway line project and associated rail services in cooperation with other relevant agencies.~~

~~Replace with the following body text and amend POL 5, 6 and 7:~~

~~.....The provision of a rail line from Pace (M3 Parkway) to Navan is a critical component of the Councils vision for the county while facilitating the development of Navan as a key town, as designated in the RSES.~~

~~Strong population growth in recent years and under-investment in public transport services within the County has led to unsustainable levels of outbound commuting by way of private car usage. Recognising the unsustainability of these commuting patterns, the Council is fully committed to the advancement of a rail line which will result in significant economic stimulus, carbon emissions reductions and societal benefits for citizens of the county. When delivered, the Dunboyne/ M3 Parkway-Navan Rail Line will comprise an electrified rail line, through the Dart + Programme, which will transform the county and provide sustainable links to the Greater Dublin Area.~~

~~The delivery of Dunboyne/M3 Parkway-Navan Rail Line is supported at a regional level in the Eastern and Midlands RSES which includes an objective 'to support the delivery of a number of rail projects including the re-appraisal of the extension of the Dunboyne/M3 Parkway line to Navan during the Mid Term Review of the GDA Transport Strategy.' The commencement of the aforementioned appraisal is now underway and the results of this will inform the mid-term review of the GDA Transport Strategy.~~

~~The Council note that the absence of a rail service from Navan to Dublin places the town and wider county at a competitive disadvantage to the~~

othertwelve administrative capitals within the region. The delivery of this critical infrastructure will serve to strengthen the transport links in the County and will significantly improve the County's economic competitiveness, while having a meaningful improvement on the quality of life of the County's residents. It is therefore imperative that the delivery of the rail line is included in the next GDA Transport Strategy and subsequent Capital Infrastructure Programme in order to ensure investment can be secured to achieve these public transport improvements and consequent carbon emission reduction targets for the County. Though the re-appraisal will be conducted by the NTA, the Council will actively participate in this appraisal to ensure the assessment is rigorous in its consideration of all relevant matters pertaining to the County's need for a rail line.

Considerable efforts have been undertaken in the past decade which has included the substantial completion of the Railway Order application for Dunboyne/M3 Parkway line to Navan and the preparation of the Environmental Impact Statement and Natura 2000 Appropriate Assessment in 2011. This route maintained an alignment largely in keeping with the historic Navan - Dublin rail route and was selected as the preferred option after extensive consultations were undertaken by Irish Rail with Meath County Council and all relevant stakeholders.

Notwithstanding this progress, the advancement of the project has faced delays as the Transport Strategy for the GDA 2016-2035 states that 'based on current population and employment forecasts, the level of travel demand between Navan, Dunshaughlin and various stations to the city centre is considered insufficient to justify the development of a high-capacity rail link at this time. It is intended that, as part of the next Strategy review, the likely future usage of a rail connection to Navan will be reassessed, taking into account the level of development that will have taken place over the next six years in Navan and Dunshaughlin and their environs. Pending that review, the corridor previously identified for a rail link to Navan should be protected from development intrusion'.

Notwithstanding the re-appraisal outcome, this 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 and park and ride sites along the route. The Plan will also ensure, through the inclusion of a specific zoning objective R1 Rail Corridor which seeks 'to provide for a strategic rail corridor and associated physical infrastructure' that the design route of Dunboyne/M3 Parkway rail line to Navan (as confirmed by the NTA) will be not be compromised. Furthermore, this Plan advocates a rail solution that will

**best serve the county and would therefore support the completion of a route option study to confirm the most optimal route, once the principal of the rail line has been established. Finally, the Council will continue to be actively and strongly pursue the advancement of the rail line to appraisal and beyond, having regard to the wide-ranging long-term benefits of the project.**

**It is the policy of the Council:**

**MOV POL 5: To support the extension of the rail network in the County and to actively and strongly pursue a rail line from Dunboyne/M3 Parkway to Navan subject to proper planning and environmental considerations.**

**MOV POL 6: To actively pursue, in conjunction with Irish Rail and the NTA, the re-appraisal of the extension of the Dunboyne/M3 Parkway line to Navan during the Mid-Term review of the GDA Transport Strategy in accordance with the precepts of the RSES.**

**MOV POL 7: To support the reappraisal and thereafter, promote, facilitate and advance the Dunboyne /M3 Parkway line to Navan railway line project and associated rail services in cooperation with other relevant agencies.**

Please note that additional objectives relating to this matter are also being included as per Proposed Amendment Chapter 5.10.

**Submissions Received on MA**

MH-C52-816 Office of the Planning Regulator  
 MH-C52-257 Horse Racing Ireland  
 MH-C52-296 NTA

**Summary of Submission**

MH-C52-816 Office of the Planning Regulator - The OPR welcomes the proposed material alteration Chapter 5.9 to amend Section 5.7 to generally align the objectives for Navan rail with that of the RSES.

MH-C52-257 Horse Racing Ireland – HRI wish to express their support for material amendment Chapter 5.9, Chapter 5.10 and Chapter 5.22 and submit that this investment in key infrastructure will assist in facilitating the growth priorities of national, regional, and local government for Meath.

MH-C52-296 Please refer to Item No.2 of the NTA submission.

**Chief Executive Response**

The Chief Executive notes the support of the OPR to align the objectives for the Navan Rail with the EMRA RSES, the support of NTA and HRI. The provision of a rail line from Pace (M3 Parkway) to Navan is a critical component of the Councils vision for the county. The Chief Executive agrees that the proposed text comprises an update to the previous text, provides clarity on the status of the Rail Line and outlines the efforts made to date

to advance the rail project.

**Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.10</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-60 Eastern and Midland Regional Assembly
<b>Chapter/Section</b>	Section 5.7.1
<b>Proposed Material Amendment</b>	
<p>Update the following objective in Section 5.7.1 'Rail':</p> <p>MOV OBJ 3</p> <p>(a) To protect and safeguard the detailed designed alignment of Phase II of the Navan rail route and surrounding lands (including identified station locations), as illustrated on Map Series No. 5.1 in Volume 4, free from development and any encroachment by inappropriate uses which could compromise its future development as a rail facility, <b>prior to the reappraisal of the project as part of Mid Term Review of the GDA Transport Strategy in accordance with the precepts of the RSES.</b></p> <p>(b) <del>To explore in conjunction with Irish Rail and other stakeholders the feasibility of a future rail spur off the Navan-Dublin Rail line from Dunshaughlin to serve Ashbourne and Ratoath.</del> <b>As part of the future planning of the Dunboyne/ M3 Parkway line to Navan, the possibility of a spur serving Ashbourne and Ratoath should be explored subject to compliance with national policy and the Railway Order.</b></p>	
<b>Submissions Received on MA</b>	MH-C52-257 Horse Racing Ireland
<b>Summary of Submission</b>	
<p>HRI wish to express their support for Material Amendment Chapter 5.9, Chapter 5.10 and Chapter 5.22 and submit that 'this investment in key infrastructure will assist in facilitating the growth priorities of national, regional, and local government for Meath'.</p>	
<b>Chief Executive Response</b>	
<p>The Chief Executive notes the support of the HRI. It is a long-held objective of the Council to reinstate the rail link to Navan. However, the delivery of the rail link is reliant on a rail line re-appraisal, a definitive commitment on timeframe and the making of a new rail order.</p> <p>In accordance with the EMRA RSES Ministerial Direction issued in January 2020 and consequent amendment to Section 5.6 and Table 8.2 of the EMRA RSES; MOV POL 5, MOV POL 6 and MOV OBJ 3 of the Draft County Development Plan has been amended to</p>	

ensure consistency with the EMRA RSES and the NPF.

### Chief Executive Recommendation

It is recommended that the Plan be made with the proposed Material Amendment as displayed

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.11</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-823 National Transport Authority (NTA)
<b>Chapter/Section</b>	Section 5.7.2
<b>Proposed Material Amendment</b>	
<p>Amend the following objective in Section 5.7.2 ‘Bus’:</p> <p>MOV OBJ 13: To work with the NTA and Bus Eireann to make all existing public transport services throughout the county more accessible for wheelchair users and those with disabilities—<b>and require that proposals for new transport infrastructure are subject to an Accessibility Audit.</b></p>	
<b>Submissions Received on MA</b>	MH-C52-6 – Dept. of Transport (DoT)
<b>Summary of Submission</b>	
<p>The DoT suggests that “Bus Éireann” be replaced with “all transport operators”, the word “more” be deleted, and the text regarding people with disabilities/wheelchair users be amended as below</p> <p>“MOV OBJ 13: To work with the NTA and <del>Bus Eireann</del> <b>all transport operators</b> to make all existing public transport services throughout the county <del>more</del> accessible for <del>wheelchair users and those</del> people with disabilities, reduced mobility and older people <b>and require that proposals for new transport infrastructure are subject to an Accessibility Audit.</b>”</p>	
<b>Chief Executive Response</b>	
<p>The comments from the Department are noted and the Council concur that the proposed text changes would bring greater inclusivity to the objective and should be amended as per the recommendation.</p>	

## Chief Executive Recommendation

It is recommended that MOV OBJ 13 is amended as follows:

MOV OBJ 13: To work with the NTA and ~~Bus Éireann~~ **all transport operators** to make all existing public transport services throughout the county ~~more~~ accessible for ~~wheelchair users and those~~ **people** with disabilities, reduced mobility and older people **and require that proposals for new transport infrastructure are subject to an Accessibility Audit.”**

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.12</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-112 Transport Infrastructure Ireland (TII)	
<b>Chapter/Section</b>	Section 5.7.2	
<b>Proposed Material Amendment</b>		
<p>Amend the following objective in Section 5.7.2 ‘Bus’ as follows:</p> <p>MOV OBJ 11: To require Mobility Management Plans and Traffic <b>and Transport</b> Assessments for proposed trip intensive developments, as appropriate. Please refer to Chapter 11 Development Management Standards and Land Use Zoning Objectives.</p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>The Chief Executive agrees to incorporate an objective to ensure Traffic and Transport Assessment are carried out on planning applications for significant development proposals which are assessed with their cumulative impacts. This can be achieved by amending MOV OBJ 11 to include Traffic and Transport Assessments.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.13</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-823 National Transport Authority (NTA)	
<b>Chapter/Section</b>	Section 5.7.3	
<b>Proposed Material Amendment</b>		
<p>Amend the following policy in Section 5.7.3 ‘Park and Ride Facilities’:</p> <p>MOV POL 13: To promote and support the provision of Park-and-Ride facilities <b>in the preparation of Local Transport Plans, in consultation with the Park &amp; Ride Development Office</b>, which improve public transport accessibility without exacerbating road congestion, <del>or which cause increased car travel distances,</del> at appropriate locations within the County.</p>		



<b>Submissions Received on MA</b>	MH-C52-296 National Transport Authority
<b>Summary of Submission</b>	
Please refer to response to Item 5 of NTA Submissions MH-C52-296.	
<b>Chief Executive Response</b>	
Please refer to response to Item 5 of NTA Submissions MH-C52-296.	
<b>Chief Executive Recommendation</b>	
<p>As per Item 5 in the NTA submission, it is recommended that the MOV POL 13 be amended as follows:</p> <ul style="list-style-type: none"> <li>To promote and support the provision of Park-and-Ride facilities which improve public transport accessibility without exacerbating road congestion at appropriate locations within the County. <b>NTA funded Park &amp; Ride Schemes will be carried in accordance with the recommendations of the Park &amp; Ride Development Office of the NTA.</b></li> </ul>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.14</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	(FTF) NOM 15 – Revision to original NOM 24 Cllr Ronan Moore
<b>Chapter/Section</b>	Section 5.7.5
<b>Proposed Material Amendment</b>	
<p>Amend the following body text and policy:</p> <p><b>5.7.5 Electric Vehicles (EV) and Alternative Fuel Vehicles</b></p> <p>Electric Vehicles (EV) refer to both Battery Electric Vehicles (BEV) and Plug-in Hybrid Electric Vehicles (PHEV). In line with the Government target to electrify new cars and vans by 2030, the NPF acknowledges the need to move away from <i>‘polluting and carbonintensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets’</i>. There are a number of charging points around the County and this Plan promotes the further installation and expansion of charging points for these vehicles in order to achieve the 2030 targets for full electrification.</p> <p><b>The transport sector will undergo significant changes in the years ahead with technologies evolving to facilitate greater battery life and longer travel range aswell as the development of alternative methods to fuel the transport sector. In this regard, the Council will also support non-EV alternative clean fuel sources as these technologies develop and subject to proper and sustainable planning considerations.</b></p> <p><b>It is a policy of the Council:</b></p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p style="background-color: #4F81BD; color: white; padding: 2px;"><b>MOV POL 16</b></p> <p>To support the provision of electricity charging infrastructure for electrical vehicles <b>and alternative fuel vehicles</b> both on street, and in new developments as such technologies advance to become viable transport options. <del>in accordance with car parking standards and best practice.</del></p> </div>	
<b>Submissions Received on MA</b>	MH-C52-121 Electricity Supply Board
<b>Summary of Submission</b>	
<p>The ESB, has developed a network of almost 1,100 electric vehicle charge points across the Island of Ireland. In the Climate Action Plan (2019) the Irish Government has set stretching targets for EV adoption in Ireland in order to address energy demand and emissions from transport. To help meet this increase in electric vehicles, ESB, with the support of the Government’s Climate Action Fund, is rolling out high power charging hubs across the country. These hubs will be capable of</p>	

quickly charging between two and eight vehicles simultaneously and will facilitate vehicles travelling longer distances across Ireland's National and Motorway routes.

The Irish Government's Climate Action Plan 2019 has set stretching targets for EV adoption in Ireland to address energy demand and reduce emissions from Transport including achieving:

- 840,000 passenger vehicles by 2030.
- 95,000 electric vans and trucks by 2030.
- Procuring 1,200 low-emissions buses for public transport in cities.
- Building the EV charging network to support the growth of EVs at the rate required and develop our fast-charging infrastructure to stay ahead of demand.

The ESB Strategy is also examining the role ESB could play in a hydrogen economy. This could include the development of Hydrogen projects that are fully aligned with the "EU strategy on energy sector integration" launched in 2020. This prioritises a more 'circular' energy system, with energy efficiency at its core, greater direct electrification of end-use sectors like transport and buildings and using a renewable fuel like hydrogen for end-use applications where direct electrification is not feasible such as heavy goods transport, high temperature industrial heat and the cement/oil industries.

In this regard, the ESB welcome the proposed amendments to section 5.7.5 of the Draft Plan that seeks the continued support of EV's along with the development of alternative methods to fuel the transport sector. Green renewable hydrogen enables the further electrification of transport, allowing the full decarbonisation of the transport sector, as well as improved air quality as the technology replaces diesel buses, diesel HGV and potentially some diesel trains across Ireland.

### **Chief Executive Response**

This amendment is supported and the supportive comments of the ESB are noted. Accordingly, it is considered the inclusion of a policy to support Alternative Fuel vehicles as these technologies develop should be incorporated into the Development Plan. Accordingly, MOV POL 16 will be expanded.

### **Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.15</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	NOM 22 Cllr Francis Deane
<b>Chapter/Section</b>	Section 5.7.6
<b>Proposed Material Amendment</b>	
<p>To include the following new objective Section 5.7.6 ‘Cycling &amp; Walking’:</p> <p><b>MOV OBJ XX - ‘To ensure that design for cycle infrastructure for all relevant developments shall be carried out in accordance with the NTA Cycle Manual.’</b></p>	
<b>Submissions Received on MA</b>	MH-C52-20 – Dept. of Transport MH-C52-296 - National Transport Authority
<b>Summary of Submission</b>	
<p>MH-C52-20 – Dept. of Transport - Please see additional proposal from Department of Transport to amend proposed material alteration 5.15 in line with the below:</p> <p>“To ensure that design for cycle infrastructure for all relevant developments shall be carried out in accordance with the NTA Cycle Manual <b>and other relevant design standards.</b>”</p> <p>MH-C52- 296 – NTA - The Greater Dublin Area Cycle Network Plan, is being reviewed as part of the Transport Strategy review. In addition, the National Cycle Manual, which sets out guidance on the design of cycle infrastructure and cycle friendly urban areas, is currently being updated to reflect current best practice.</p> <p>The NTA supports the above objective but recommends the Draft Plan should take cognizance of the documents listed above by the insertion of a clause that states e.g <b>‘The Greater Dublin Area Cycle Network plan or any successor to this document.</b></p>	
<b>Chief Executive Response</b>	
Please refer to response Item 6 in NTA submission MH-C52-296	
<b>Chief Executive Recommendation</b>	
<p>As per the recommendation in item No. 6 of the NTA recommendation, it is recommended that the proposed Material Amendment be modified as follows:</p> <p>MOV OBJ XX: “To ensure that design for cycle infrastructure for all relevant developments shall be carried out in accordance with the <del>NTA Cycle Manual</del> <b>Greater Dublin Area Cycle Network Plan, other relevant design standards or any successors to these documents.</b>”</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.16</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	(FTF) NOM 2 Cllr. Bray	
<b>Chapter/Section</b>	Section 5.7.7	
<b>Proposed Material Amendment</b>		
<p>Insert the following new objective in Section 5.7.7 'Green Schools':</p> <p><b>MOV OBJ XX - To support the installation of appropriate traffic management measures on a case by case basis on the approach roads to all schools throughout the county in the interest of road safety.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
This amendment is supported and shall be incorporated into Section 5.7.7 'Green Schools' of the Draft CDP.		
<b>Chief Executive Recommendation</b>		
It is recommended that the Plan be made with the proposed Material Amendment as displayed.		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.17</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-46 Cavan County Council
<b>Chapter/Section</b>	Section 5.8
<b>Proposed Material Amendment</b>	
<p>Insert the following body text in section 5.8 ‘Developments of National and Regional Strategic Importance’:</p> <p><b>5.8.4 N3 Corridor</b></p> <p><b>The N3 corridor is a critical cross border economic route which is essential to facilitate strategic traffic movement and to maintain and improve connectivity to the North-West and border region. The importance of this route is recognised in both the National Development Plan 2018-2027 and the NPF 2040.</b></p> <p><b>The NPF identifies regional economic resilience and connectivity to the North-West as a strategic priority and the National Development Plan makes reference to the progression of the N3 Virginia Bypass which ties into the existing dual Carriageway in the jurisdiction of Meath Co. Council. The recently adopted Northern and Western RSES supports the TII and Cavan Co Council in the planning and delivery of this strategically important Scheme. The delivery of these works will be supported and facilitated by the Council in conjunction with Cavan County Council, TII and the Department of Transport, Tourism and Sport.</b></p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>Meath County Council supports the development of the N3 Virginia Bypass Scheme and concurs with the amendments proposed by Cavan County Council. These changes will be incorporated into Chapter 5 of the Draft Plan under the Movement Strategy.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.18</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-112 Transport Infrastructure Ireland (TII)
<b>Chapter/Section</b>	Section 5.8
<b>Proposed Material Amendment</b>	
<p>Amend the following objectives in Section 5.8 ‘Developments of National and Regional Strategic Importance’:</p> <p>MOV POL 23 - To support the <del>reservation of the indicative route</del> delivery of the Leinster Outer Orbital Route, which is considered to comprise important infrastructural development, <b>and when finalised, to protect the route corridor</b> free of developments which could interfere with the provision of the project.</p> <p>MOV OBJ 33 - <b>When finalised and agreed</b>, to reserve the <b>route corridor</b> <del>the indicative route</del> of the Leinster Outer Orbital Route free of developments which could <b>otherwise</b> interfere with the provision of the project.</p> <p>MOV OBJ 34 - To continue to support and facilitate TII, Fingal County Council, Louth County Council and Monaghan County Council in the planning and delivery of upgrade to the N2, as appropriate and to reserve route corridor <b>free from development which would interfere with the delivery of identified schemes, when finalised.</b></p>	
<b>Submissions Received on MA</b>	MH-C52-38 TII MH-C52-296 NTA
<b>Summary of Submission</b>	
<p>Please refer to summary of Item No. 2 of TII Submission MH-C52-38.</p> <p>Please refer to summary of Item No. 1 of NTA Submission MH-C52-296.</p>	
<b>Chief Executive Response</b>	
<p>Please refer to Response to Item No. 2 of TII Submission MH-C52-38.</p> <p>Please refer to Response to Item No. 1 of NTA Submission MH-C52-296.</p>	
<b>Chief Executive Recommendation</b>	
<p>As per response to Item No. 1 of NTA submission, it is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.19</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-943 Meath County Council Transportation Department
<b>Chapter/Section</b>	Section 5.8.1
<b>Proposed Material Amendment</b>	
<p>Amend Section 5.8.1 ‘Slane Bypass’ in the first sentence of the last paragraph as follows(body text):</p> <p>There is agreement that the potential safety risks that affect the future well-being of all road users and communities, particularly the Slane community must be addressed. <b>There are numerous road safety problems associated with the existing N2, particularly on the section which runs across the Slane Bridge and through SlaneVillage. These problems include substandard vertical and horizontal alignment, including steep gradients on the approaches to Slane Bridge and the N2/N51 crossroads junction, sharp bends, one-way shuttle traffic across Slane Bridge, tight turning radii at the N2/N5 junction, particularly for Heavy Goods Vehicles (HGV’s) and reduced forward visibility and junction visibility.</b></p> <p><b>High volumes of HGV’s has led to traffic congestion, delays and nuisance for residents and visitors to the village, posing significant ongoing road safety risksfor all road users. Meath County Council and Transport Infrastructure Ireland have long recognised these significant road safety issues. The installation of interim road safety measures in 2002 improved some of the safety issues but theinherent safety problems continue to exist on the substandard N2 alignment and by effect, so too does the risk of serious collisions for both road users and residents.</b></p> <p>In seeking a solution, the Council recognises that a balance must be achieved betweenenvironmental, historical and archaeological considerations and the safety and other negative impacts caused by the current traffic situation in Slane village.</p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
It is agreed that the additional text incorporated into this section will provide a greater context to the Slane Bypass proposal.	
<b>Chief Executive Recommendation</b>	
It is recommended that the Plan be made with the proposed Material Amendment as displayed.	



<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.20</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	(FTF) NOM 4 Cllr Wayne Harding
<b>Chapter/Section</b>	Section 5.8.1
<b>Proposed Material Amendment</b>	
<p>Amend the following objective in Section 5.8.1 ‘Slane Bypass’:</p> <p>MOV OBJ 29: To support and facilitate the delivery of <del>the bypassing of an N2 Bypass to the east of Slane Village</del> which is considered to comprise important infrastructural development and to construct same subject to obtaining the relevant development consents required and to reserve and protect route option corridors from development which would interfere with the provision of the project. Development of the project will be subject to the outcome of the Appropriate Assessment process. <del>Where adverse effects on European site integrity are identified, alternative routes or designs will be developed to ensure that the project will not adversely affect the integrity of any European Site(s), the project will not be progressed unless and alternative solution can be implemented which avoids/ reduces the impact to a level that the integrity of the European Site(s) is (are) unaffected.</del></p>	
<b>Submissions Received on MA</b>	MH-C52-38 TII
<b>Summary of Submission</b>	
Please refer to summary of Item No.3 of the TII submission MH-C52-38.	
<b>Chief Executive Response</b>	
Please refer to response No.3 of the TII submission MH-C52-38.	
<b>Chief Executive Recommendation</b>	
It is recommended that the Plan be made with the proposed Material Amendment as displayed.	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.21</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-943 Meath County Council Transportation Department
<b>Chapter/Section</b>	Section 5.9
<b>Proposed Material Amendment</b>	
<p>Amend MOV OBJ 35 in Section 5.9 ‘Roads Infrastructure’ as follows;</p> <p>MOV OBJ 35 - To facilitate the delivery of all of the roads projects outlined in the National Development Plan 2018-2027 and National Transport Authority’s Transport Strategy for the GDA 2016-2035, in conjunction with the NTA, TII, Department of Transport, Tourism and Sport and other stakeholders. Development of these road projects will be subject to the outcome of the Appropriate Assessment process. <del>Where adverse effects on European site integrity are identified, alternative routes or designs will be developed to ensure that the project will not adversely affect the integrity of any European Site(s), either alone or in combination with any other projects. If despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of any European Site(s), the project will not be progressed unless and alternative solution can be implemented which avoids/reduces the impact to a level that the integrity of the European Site(s) is (are) unaffected.</del></p> <p>Amend MOV OBJ 42 as follows:</p> <p>MOV OBJ 42 - To support essential public road infrastructure including, bypasses of local towns and villages and proposed national road schemes and where necessary reserve the corridors of any such proposed routes free of development, which would interfere with the provision of such proposals. Such road schemes include those specified in the non- exhaustive list in Table 5.1: Each of these projects will subject to the outcome of the Appropriate Assessment process. <del>Where adverse effects on European site integrity are identified, alternative routes or designs will be developed to ensure that the project will not adversely affect the integrity of any European Site(s), the project will not be progressed unless and alternative solution can be implemented which avoids/reduces the impact to a level that the integrity of the European Site(s) is (are) unaffected.</del></p>	
<b>Submissions Received on MA</b>	MH-C52-303 – Department of Housing Local Government and Heritage
<b>Summary of Submission</b>	

Please refer to summary and response to Proposed Amendment Chapter 4.16

**Chief Executive Response**

Please refer to summary and response to Proposed Amendment Chapter 4.16

**Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.22</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-969 Cllr. Wayne Harding
<b>Chapter/Section</b>	5.9 Roads Infrastructure
<b>Proposed Material Amendment</b>	
<p>Amend MOV OBJ 46 in Section 5.9 Roads Infrastructure</p> <p>MOV OBJ 46 - To promote the delivery of key strategic roads in the Key Town of Navan to include but not limited to: 1) link road from Dublin road to Trim road, 2) distributor road from R153 at Farganstown and future bridge across the River Boyne to N51 and North Navan 3) link road from Rathaldron road to R147 inclusive of bridge across the Blackwater 4) Trim Road to N3 Kilcarn Road, 5) Commons Road to N51 Athboy Road, (6) N51 Athboy Road to Rathaldron Road. Each of these projects will subject to the outcome of the Appropriate Assessment process. <del>Where adverse effects on European site integrity are identified, alternative routes or designs will be developed to ensure that the project will not adversely affect the integrity of any European Site(s), either alone or in combination with any other projects. If despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of any European Site(s), the project will not be progressed unless and alternative solution can be implemented which avoids/reduces the impact to a level that the integrity of the European Site(s) is (are) unaffected.</del></p> <p><del>In relation to proposals involving the construction of new bridge crossings across the River Boyne and River Blackwater, where adverse effects on the integrity of the Boyne- River Blackwater SAC and SPA are identified, will not adversely affect the integrity of the European Site(s) either alone or in combination with other plans or projects.</del></p> <p><del>It is reasonable to assume that at the detailed design stage any potential for a project element to impact on European Sites could, and will, be resolved through</del></p>	

~~the exploration of alternative locations or designs while still fulfilling their function/ role in supporting the overarching vision, guiding principles and strategic objectives/ aim of the CDP:~~

Amend MOV OBJ 48

~~MOV OBJ 48 - To promote the delivery of the following key strategic roads included but not limited to: Ratoath Outer Relief Road, Bryanstown Link Road (Drogheda), Navan Road – Dublin Road Link, Trim, M3 Junction 6/R125 to R147 distributor road. Each of these projects will be subject to the outcome of the Appropriate Assessment process. Where adverse effects on European site integrity are identified, alternative routes or designs will be developed to ensure that the project will not adversely affect the integrity of any European Site(s), either alone or in combination with any other projects. If despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of any European Site(s), the project will not be progressed unless an alternative solution can be implemented which avoids/reduces the impact to a level that the integrity of the European Site(s) is (are) unaffected.~~

**Submissions Received on MA**

MH-C52- 257 Horse Racing Ireland  
 MH-C52-303 – Department of Housing Local Government and Heritage

**Summary of Submission**

MH-C52- 257 Horse Racing Ireland - HRI wish to express their support for material amendment Chapter 5.9, Chapter 5.10 and Chapter 5.22 and submit that this investment in key infrastructure will assist in facilitating the growth priorities of national, regional, and local government for Meath.

MH-C52-303 – Department of Housing Local Government and Heritage - Please refer to summary and response to Proposed Amendment Chapter 4.16

**Chief Executive Response**

Please refer to summary and response to Proposed Amendment Chapter 4.16

**Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.23</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-112 Transport Infrastructure Ireland (TII)
<b>Chapter/Section</b>	Section 5.9.2
<b>Proposed Material Amendment</b>	
<p>Amend the following policy in Section 5.9.1 ‘National Roads’:</p> <p>MOV POL 24: To safeguard the capacity and safety of the National road network by applying the provisions of the Department of Environment Community and Local Governments – Spatial Planning and National Roads-Guidelines for Planning Authorities 2012 <b>to avoid the creation of any additional development access to national roads and intensification of existing access to national roads to which speed limits greater than 60kph apply, save in accordance with agreed ‘exceptional circumstances’ included in MOV POL 33.</b></p>	
<b>Submissions Received on MA</b>	MH-C52-38- TII
<b>Summary of Submission</b>	
Please refer to summary of Item No.4 of the TII submission MH-C52-38.	
<b>Chief Executive Response</b>	
Please refer to response to Item No.4 of the TII submission MH-C52-38.	
<b>Chief Executive Recommendation</b>	
As per Item No.4 of TII submission, it is recommended that the Plan be made with the proposed Material Amendment as displayed.	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.24</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-46 Cavan County Council	
<b>Chapter/Section</b>	Section 5.9.2	
<b>Proposed Material Amendment</b>		
<p>To include the following objective after MOV OBJ 39 in Section 5.9.2 ‘Regional and LocalRoads’ and re-number accordingly:</p> <p><b>MOV OBJ XX: To work in conjunction with Cavan County Council in the planning and delivery of the N3 Virginia Bypass Scheme located within the administrativearea of Meath County Council. This project will be subject to the outcome of theAppropriate Assessment process.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>Meath County Council supports the development of the N3 Virginia Bypass Scheme. This change should be incorporated into Chapter 5 of the Draft Plan under the Movement Strategy.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.25</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-112 Transport Infrastructure Ireland (TII)
<b>Chapter/Section</b>	Section 5.9.2

### Proposed Material Amendment

Changes to Table 5.1 Proposed Road Schemes in Section 5.9 'Roads Infrastructure' as follows:

Scheme Name	Description of Works
Slane By-pass (N2)	To deliver key strategic infrastructure including Slane Bypass incorporating new bridge over the River Boyne.
<del>Enhancements of the N2/M2 national route inclusive of a bypass of Slane, to provide for additional capacity on the non-motorway sections of this route, and to address safety issues in Slane village associated with, in particular, heavy goods vehicles.</del>	To continue to support and facilitate TII, Fingal County Council, Louth County Council and Monaghan County Council in the planning and delivery of upgrades of the N2 as appropriate.
N2 Rath Roundabout to Kilmoon Cross	Improvements of road and junctions to address current capacity constraints.
N3 Virginia Bypass	<b>Strategic radial corridor linking Dublin with Cavan and onward to Enniskillen</b>
M1 Motorway	

Scheme Name	Description of Works
M1 Junction 9 Drogheda (M1 South Junction)	Possible upgrading of this junction to improve capacity.
M1 Junction 8 Duleek	Possible upgrading of this junction to improve capacity.
M1 Junction 7 Julianstown/Stamullen	Upgrading of this junction to improve capacity inclusive of the facilitation of vehicular access to / from Stamullen via the City North Business Campus to the M1 Interchange.
M3 Motorway	
<del>M3 Junction 4 Clonee</del> N3 Clonee to M50	Possible upgrading of this junction to improve capacity.
M3 South of Junction 4	Introduce an additional lane on both M3 carriageways in order to manage capacity on the network, in co-operation with planned M3 upgrades with Fingal County Council and TII.
M3 Junction 5 Dunboyne	Possible upgrading of this junction to improve capacity.
M3 Junction 8 Navan South	Possible upgrading of this junction to improve capacity.
M3 Junction 9 Navan North	Possible upgrading of this junction to improve capacity.
N51 Tullaghstown	<b>Improvements of the National Secondary Route</b>

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.
N51 Dunmoe Phase II	Realignment of N51 between Blackcastle Demense and Cruicetown. Final phase of N51 Navan - Slane.
N51 Halltown	Construction of junction improvement and re-alignment of minor roads.
R132 Julianstown Bypass	Examine feasibility and thereafter if appropriate progress the design and delivery of a preferred option.
R147 Blackbull roundabout	To replace the Blackbull roundabout with a signalised junction and the provision of a signalised controlled access on the R147.
N51 Slane to Louth County boundary	Re-alignment including widening of Mattock Bridge, and junction improvements.
R150 Bettystown - Laytown Spine Road	To continue to support the delivery of the North -South Spine Road linking Bettystown - Laytown.
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.
N3-N4 Link road	Provision of Ongar to Barnhill link road
R162 Navan Kingscourt Road and R157Dunboyne Maynooth Road	Safety Upgrades
Strategic Local Bypasses / Relief Roads (Map 5.2 refers)	Examine feasibility and progress where appropriate local bypass and relief roads within the County.

<b>Submissions Received on MA</b>	MH-C52-38 - TII MH-C52-293 - OPR
<b>Summary of Submission</b>	
<p><u>MH-C52-38 TII:</u> Please refer to summary of Item No. 5 of TII submission MH-C52-38</p> <p><u>MH-C52-293: Office of Planning Regulator</u> Please refer to summary of Item No. 5 of OPR submission MH-C52-293.</p>	
<b>Chief Executive Response</b>	
<p><u>MH-C52-38 TII:</u> Please refer to response to Item No. 5 of TII submission MH-C52-38</p> <p><u>MH-C52-293: Office of Planning Regulator</u> Please refer to response to Item No. 5 of OPR submission MH-C52-293.</p>	
<b>Chief Executive Recommendation</b>	



As per recommendation to Item No. 5 of TII submission, it is recommended that the Plan be made with the proposed Material Amendment as displayed.

As per recommendation to Item No.5 of OPR submission MH-C52-293, it is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.26</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-112 Transport Infrastructure Ireland (TII)	
<b>Chapter/Section</b>	Section 5.9.2	
<b>Proposed Material Amendment</b>		
<p>Amend the following policy in Section 5.9 'Roads Infrastructure':</p> <p>MOV POL 28: To promote the carrying out of Road Safety Audits <b>and Road Safety Impact Assessments</b> on new road schemes, road and junction improvements and traffic management schemes in accordance with the TII Publication TII-GE-STY-01024 and advice contained in the DTTAS (DTO) Traffic Management Guidelines 2012.</p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>It is agreed that Road Safety Impact Assessments should be included in the final Plan by way of an amendment to MOV POL 28 in Chapter 5 of the Draft Plan. Reference to Road Safety Impact Assessments will also be included in Chapter 11 of the Draft Plan on Development Management.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.27</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-772 Louth County Council	
<b>Chapter/Section</b>	Section 5.9.2	
<b>Proposed Material Amendment</b>		

Incorporate objective after MOV OBJ 40 in Section 5.9.2 'Regional and Local Roads' as follows and renumber accordingly:

**MOV OBJ XX: "To support and facilitate the delivery of the Ardee bypass and to prohibit development along any selected route that could prejudice its future delivery. This project will be subject to the outcome of the Appropriate Assessment process."**

**Submissions Received on MA**

No Submissions Received

**Chief Executive Response**

It is agreed that an objective to support the N52 Ardee Bypass should be incorporated in the Draft Plan.

**Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.28</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-112 Transport Infrastructure Ireland (TII)	
<b>Chapter/Section</b>	Section 5.9.2	
<b>Proposed Material Amendment</b>		
<p>Include the following objective in Section 5.9. 'Roads Infrastructure' as MOV OBJ 39 and renumber accordingly:</p> <p><b>MOV OBJ XX: To safeguard the capacity and efficiency of the national road network drainage systems in County Meath for road drainage purposes, save in exceptional circumstances.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
The Chief Executive that the objective above will protect the national road network drainage systems in the County.		
<b>Chief Executive Recommendation</b>		
It is recommended that the Plan be made with the proposed Material Amendment as displayed.		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.29</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-112 Transport Infrastructure Ireland (TII)	
<b>Chapter/Section</b>	Section 5.9.2	
<b>Proposed Material Amendment</b>		
<p>Amend the following policy in Section 5.9 ‘Roads Infrastructure’:</p> <p>MOV POL 31: To have regard to the TII’s <b>Policy on Service Areas (August 2014)</b> <del>Statement on ‘Service Areas on Motorways and High Quality Dual Carriageways’</del> in the assessment of proposals for such developments.</p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>Meath County Council will support and facilitate the provision of Motorway Service Stations identified in the Spatial Planning and National Roads Guidelines for Planning Authorities, DECLG (2012) and TII’s Policy on Service Areas (August 2014). MOV POL 31 will be amended to reflect the updated policy in respect of Service Areas.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.30</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	NOM 21 Cllr. Aisling Dempsey	
<b>Chapter/Section</b>	Section 5.9.3	
<b>Proposed Material Amendment</b>		
<p>Insert new objective under Section 5.9.3 on Section 48 and 49 Levies:</p> <p><b>MOV OBJ XX: Where indictive road proposals are shown on the edge of a settlement boundary, they shall be considered to be included within the development boundary.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>The amendment provides clarity in the provision of future roads on the edge of settlement boundaries. In the interest of delivery of infrastructure that will benefit the relevant towns and general public, this is considered to be an appropriate point of clarification and shall ensure that developers make appropriate contributions to provision of roads infrastructure in our towns and villages in County Meath.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.31</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-112 Transport Infrastructure Ireland (TII)	
<b>Chapter/Section</b>	Section 5.9.4	
<b>Proposed Material Amendment</b>		
<p>Amend MOV POL 33 in Section 5.9.4 ‘Exceptional Circumstances’ as follows;</p> <p>To avoid the creation of any additional access point from new development/ intensification of traffic from existing entrance onto national roads outside the 60kph speed limit, except at the following locations:</p> <p>N52 south of Balrath Cross to facilitate bioenergy manufacturing plant and CHP plant (Map 5.3.1);</p> <p>Navan North (Junction 9) to Mullaghboy Roundabout on N51 (New Junction Only) (Map 5.3.2);</p> <p>Navan South (Junction 8) to Kilcarn Roundabout on R147 (New Junction Only) (Map 5.3.3); N2 at Slane in the vicinity of the existing Grasslands Fertilizers facility (Seveso Site) (Map 5.3.4); N51 at Slane Distillery and Castle (Map 5.3.5);</p> <p>N2 at Knockharley in the vicinity of existing regional landfill facility (Map 5.3.6); N2 at Rath Roundabout to junction of Curragha Road (Map 5.3.7).</p> <p>Each of these projects will be subject to the outcome of the Appropriate Assessment process. <del>Where adverse effects on European site integrity are identified, alternative routes or designs will be developed to ensure that the project will not adversely affect the integrity of any European Site(s), either alone or in combination with any other projects. If despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of any European Site(s), the project will not be progressed unless an alternative solution can be implemented which avoids/ reduces the impact to a level that the integrity of the European Site(s) is (are) unaffected.</del></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>In line with the proposed amendments to MOV OBJ 33 and SLN OBJ 7 and having regard to the Strategic Environmental Assessment and Appropriate Assessment for the Draft Plan, it is considered that the requirement for plans and projects to undergo Appropriate Assessment are adequately supported in the Draft Plan by the standalone objectives HER OBJ 32 and HER OBJ 33 in Chapter 8 Cultural and Natural</p>		

Heritage Strategy, which are consistent with the requirements of the Habitats Directive.

### Chief Executive Recommendation

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.32</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	Grouped Themed Submission no. 9 - Miscellaneous Issues	
<b>Chapter/Section</b>	Section 5.10	
<b>Proposed Material Amendment</b>		
<p>Amend MOV OBJ 55 in Section 5.10 Climate Change as follows:</p> <p>MOV OBJ 55 - To ensure that any transport maintenance and improvement strategies <b>consider ensure</b> future climates <del>are considered, to</del> <b>by</b> allowing appropriate selection of materials and prioritisation of road for repair <b>subject to adherence to TII standards.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>It is noted that though the above objective supports the selection of materials for road repairs and transport maintenance strategies with a view to climate change considerations, the selection of suitable materials must also be in compliance with relevant standards such as the Specification of Road Works Series 900 and any associated or superseding documents. Accordingly, and to ensure clarity, MOV OBJ 55 has been amended to ensure that maintenance or road upgrades are also carried out in accordance with Transport Infrastructure Ireland (TII) guidance.</p>		
<b>Chief Executive Recommendation</b>		
It is recommended that the Plan be made with the proposed Material Amendment as displayed		



<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.33</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-112 Transport Infrastructure Ireland	
<b>Chapter/Section</b>	Section 5.11	
<b>Proposed Material Amendment</b>		
<p>Amend the following objective in Section 5.11 'Freight':</p> <p>MOV OBJ 58: <b>Where appropriate</b>, to require the provision of HGV parking facilities at on-line <b>and off-line</b> motorway service areas, petrol filling stations and other appropriate locations within the County in accordance with relevant planning guidelines and government policy.</p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
MOV OBJ 58 refers to on-line service area proposals. This should more correctly refer to both on-line and off-line service area and will be amended to reflect this.		
<b>Chief Executive Recommendation</b>		
It is recommended that the Plan be made with the proposed Material Amendment as displayed		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.34</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-112 Transport Infrastructure Ireland (TII)	
<b>Chapter/Section</b>	Section 5.12	
<b>Proposed Material Amendment</b>		
<p>Amend and relocate the following objective from Section 5.12 ‘Aviation Sector’ to Section 5.9 Roads Infrastructure</p> <p><b>MOV OBJ 61: To avoid locating ensure that residential development and other noisesensitive land uses in areas likely to be affected by inappropriate levels of noise. inappropriate to residential use is avoided.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>As outlined above, it is agreed that the issue of noise sensitive uses should be expanded beyond residential development to encompass other noise sensitive developments.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 5.35</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	(FTF) NOM 6 Cllrs Maria Murphy & Alan Tobin MH-C5-826 Dublin Airport Authority
<b>Chapter/Section</b>	Section 5.12
<b>Proposed Material Amendment</b>	
<p>Revised body text and policies/objectives as follows:</p> <p>Section 5.12 Aviation Sector:</p> <p>The development and safeguarding of Dublin Airport is fundamental to the economic growth of the County given its proximity to Dublin Airport. The economic benefit to the region is outlined in the InterVISTAS report Dublin Airport Economic Study 2015. This study confirms Dublin Airport as an essential driver of the Irish Economy, as a primary gateway serving the country for air passengers and cargo. It is estimated that 97,400 jobs are supported by the airport and that €6.9bn is contributed to Irish GDP. In this context the Plan will seek to support and facilitate the development and expansion of Dublin Airport.</p> <p><b>In 2019, a review of the effectiveness and appropriateness of the existing noise zones for Dublin Airport was undertaken. This review, completed by the Noise Regulator for Dublin Airport, concluded that noise zones should be updated to take into account increased annoyance to aircraft noise at lower noise exposure levels, and to account for night-time aircraft noise exposure which had not been previously considered. Based on the outcome of this review, the previous noise zones were replaced to set out revised noise zones.</b></p> <p><b>No part of County Meath falls within Noise Zone A, which seeks to actively resist new provision for residential development and other noise sensitive uses. Instead, a portion of the County falls within Zone B and Zone C of the Noise Zones. Within these geographical areas, there is a need to minimise the adverse impact of noise without placing unreasonable restrictions on development.</b></p> <p><b>Developments located with Noise zones B &amp; C should therefore be controlled to require noise insulation where the predicted noise environment of the site is considered exceed levels appropriate for the development. In the case of residential development, this serves to protect the residential amenity of the proposed dwelling whilst safeguarding the future operations of Dublin Airport. The extents of the Noise Zones and Public Safety Zones for Dublin Airport are shown in the Plan maps nos. 5.4.1 &amp; 5.4.2.</b></p> <p><del>Parts of the County are located within both the outer and inner noise protection</del></p>	

~~zones and the outer public safety zone for the airport. There is a need to minimise the adverse impact of noise without placing unreasonable restrictions on development.~~

~~Both noise zones are shown in the Plan maps nos. 5.4.1 & 5.4.2, an Outer Zone within which the Council will continue to restrict inappropriate development, and an Inner Zone within which new provisions for residential development and other noise sensitive uses will be actively resisted.~~

Guidance on Public Safety Zones and land use is provided in the document '*Public Safety Zones, 2005*' by ERM Ltd. The Council will follow the advice of the Irish Aviation Authority and DAA regarding the effects of proposed development on the safety of aircraft and the safe and efficient navigation thereof. Impacts of green energy infrastructure such as wind farms and photovoltaic's will be examined and considered under the Development Management Chapter of the Plan. The Irish Aviation Authority require that all planning applications for Solar PV arrays within a 15km radius of airports shall be accompanied with a Glint and Glare assessment which shall be referred to them for comment. These assessments should have regard to potential Glint and Glare towards existing and planned aviation receptors, in particular (i) Glare towards the 2 mile (3.2) km approach path for runways and (ii) Glare towards Air traffic control towers.

#### MOV OBJ 59

- ~~1) To strictly control inappropriate development and require noise insulation where appropriate within the Outer Noise Zone, and actively resist new provision for residential development and other noise sensitive uses within the Inner Noise Zone, as shown on Map 5.4.1 and 5.4.2.~~
- ~~2) To ensure that under no circumstances shall any dwelling be permitted within the predicted 69 dB LAeq 16 hours noise contour.~~
- ~~3) To require that comprehensive noise insulation is installed for any house permitted. Any planning application shall be accompanied by a noise impact assessment report produced by a specialist in noise assessment which shall specify all proposed noise mitigation measures together with a declaration of acceptance of the applicant with regard to the result of the noise assessment impact report.~~

**To manage noise sensitive development in Noise Zone B and Noise Zone C, where aircraft noise may give rise to annoyance and sleep disturbance, and to ensure, where appropriate, noise insulation is incorporated within the development.**

**MOV OBJ XX**

To require noise sensitive development in Noise Zone B and Noise Zone C to undertake an internal noise assessment and where appropriate, demonstrate that relevant internal noise guidelines will be met.

**MOV OBJ 61**

~~To ensure that residential development in areas likely to be affected by levels of noise inappropriate to residential use is avoided.~~

Refer to Volume 3, Amendment no. 03 for maps which are associated with this amendment

**Submissions Received on MA**

No Submissions Received

**Chief Executive Response**

The Chief Executive agrees to incorporate additional text into the Draft Plan to provide clarity on the Noise Zones of Dublin Airport and how they pertain to development within County Meath. For ease of understanding, this text has been tailored to only outline the noise zones that fall within the administrative boundary of Meath.

**Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed

## CHAPTER 6

# Infrastructure Strategy

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 6.1</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-112 Transport Infrastructure Ireland (TII)
<b>Chapter/Section</b>	Section 6
<b>Proposed Material Amendment</b>	
<p>Amend INF OBJ 5, INF OBJ 24, INF POL 29 as follows; INF OBJ 5</p> <p>To liaise and work in conjunction with Irish Water to realise the Navan and Mid-Meath/ East Meath Water Supply Scheme. Development of the project will be subject to the outcome of the Appropriate Assessment process. <del>Each of these projects will be subject to the outcome of the alone or in combination with any other projects. If despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of any European Site(s), the project will not be progressed unless an alternative solution can be implemented which avoids/reduces the impact to a level that the integrity of the European Site(s) is (are) unaffected.</del></p> <p>INF OBJ 24</p> <p>To identify existing surface water drainage systems vulnerable to flooding and develop proposals to alleviate flooding in the areas served by these systems in conjunction with the Office of Public Works. The delivery of such proposals will be subject to the outcome of the Appropriate Assessment process. <del>If adverse effects on European Site integrity are identified, alternative locations and/designs will be developed to ensure that flood defence structures will not adversely affect the integrity of European Sites, either alone or in combination with any other plans or projects. If, despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of the European Sites, the project will not be progressed unless an alternative solution can be implemented which avoids/reduces the impact to a level that the integrity of the European Site(s) is (are) unaffected. It is reasonable to assume that at the detailed design stage any potential for a project to impact on European Sites could, and will, be resolved through the exploration of alternative locations or designs while still fulfilling their function/role.</del></p>	

INF POL 29

To facilitate the provision of new, or the reinforcement of existing flood defences and protection measures where necessary and in particular to support the implementation of flood schemes being progressed through the planning process during the lifetime of the Plan. The provision of flood defences will be subject to the outcome of the Appropriate Assessment process. ~~If adverse effects on European Site integrity are identified, alternative locations and/designs will be developed to ensure that flood defence structures will not adversely affect the integrity of European Sites, either alone or in combination with any other plans or projects. If, despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of the European Sites, the project will not be progressed unless an alternative solution can be implemented which avoids/reduces the impact to a level that the integrity of the European Site(s) is(are) unaffected. It is reasonable to assume that at the detailed design stage any potential for a project to impact on European Sites could, and will, be resolved through the exploration of alternative locations or designs while still fulfilling their function/role.~~

**Submissions Received on MA**

No Submissions Received

**Chief Executive Response**

In line with the proposed amendments to MOV OBJ 33 and SLN OBJ 7 and having regard to the Strategic Environmental Assessment and Appropriate Assessment for the Draft Plan, it is considered that the requirement for plans and projects to undergo Appropriate Assessment are adequately supported in the Draft Plan by the standalone objectives HER OBJ 32 and HER OBJ 33 in Chapter 8 Cultural and Natural Heritage Strategy, which are consistent with the requirements of the Habitats Directive.

It is therefore agreed that the objectives highlighted by TII, should be amended to ensure consistency with the text of the EU Habitats Directive. This will not dilute the critical and binding force of Appropriate Assessment but will support Meath Council in their role of guaranteeing the full application of the Directive in a clear and precise manner.

**Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 6.2</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-20 Maria Matthews MH-C5-760 Irish Water
<b>Chapter/Section</b>	Section 6.4
<b>Proposed Material Amendment</b>	

Amend Section 6.4 Water Services by including the following text:

### 6.4 Water Services

The Current Irish Water Investment Plan (CIP 2020-2024) ~~The current Irish Water Capital Investment Programme (CIP) 2017-2021~~ outlines the indicative priorities and investments in water services infrastructure over the five year period. This CIP aims to deliver improvements in drinking water quality, leakage detection and remediation, wastewater compliance, business efficiencies and customer service.

**As part of the CIP, Irish Water have developed a Small Towns and Villages Programme (STVGP) to cater for growth in smaller settlements which would not otherwise be provided for in the current Investment Plan. The Plan is limited to growth in smaller settlements already served by Irish Water Infrastructure. Under the STVGP, funding will be allocated to Meath County Council for new Wastewater or Water Treatment Plants or upgrades to eligible settlements with a population of less than 2,000 persons.**

**At this stage of the process, settlements considered most appropriate for such development or upgrades must be nominated by Meath County Council and further engagement with Irish Water must take place before agreement on the final list of settlements can be reached. The figure below depicts the process which must be undertaken by Meath County Council and Irish Water before a list of settlements can be finalised. It is anticipated that Local Authorities will be notified of successful projects throughout 2021**



**The outcome of this Growth Programme and consequent allocation of additional wastewater and water capacity will inform the population profile and growth**



targets identified in the Core Strategy.

Notwithstanding this, the finalisation of these settlements will be determined after the adoption of the County Development Plan and therefore cannot presently inform the Core Strategy. Given the evidence-based approach of the Core Strategy, should the outcome of the STVGP alter growth potential for small settlements, Meath County Council will ensure the Core Strategy incorporates outputs of the STVGP by way of variation to the County Development Plan.

Submissions Received on MA

MH-C52-10 - Irish Water

### Summary of Submission

The correction of text in the first paragraph is noted. Text around the STVGP is not necessary and is also now out of date. Suggest it is removed, at least from “At this stage of the process” to the end of the section.

### Chief Executive Response

The issue of wastewater capacity for smaller rural towns and villages is an ongoing concern for Irish Water. In response to this issue, Irish Water have developed a Small Towns and Villages Programme (STVGP) to cater for growth in small settlements. A list of settlements have been identified as potentially suitable for new Wastewater or Water Treatment Plants or upgrades. However, a further submission from Irish Water requests the removal of this text from ‘*at this stage of the process*’ which they view as outdated. It is accepted that the Draft Plan should refer to the STVGP and outline the process by which small settlements can secure funding. However, the Council are satisfied to omit the paragraphs which outline the process and timeline for this project, on the request of the Irish Water submission.

### Chief Executive Recommendation

It is recommended that the Plan is made with the Material Amendment as displayed, subject to the following minor modification;

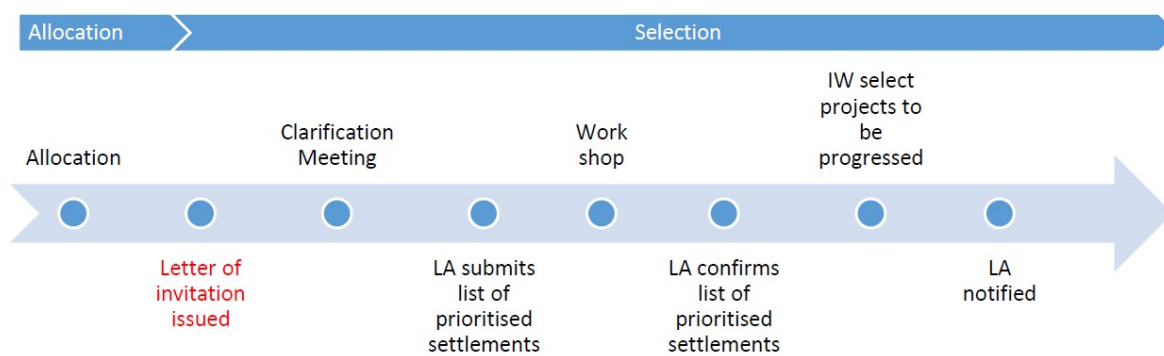
#### 6.4 Water Services

The Current Irish Water Investment Plan (CIP 2020-2024) ~~The current Irish Water Capital Investment Programme (CIP) 2017-2021~~ outlines the indicative priorities and investments in water services infrastructure over the five year period. This CIP aims to deliver improvements in drinking water quality, leakage detection and remediation, wastewater compliance, business efficiencies and customer service.

**As part of the CIP, Irish Water have developed a Small Towns and Villages Programme (STVGP) to cater for growth in smaller settlements which would not otherwise be provided for in the current Investment Plan. The Plan is limited to**

growth in smaller settlements already served by Irish Water Infrastructure. Under the STVGP, funding will be allocated to Meath County Council for new Wastewater or Water Treatment Plants or upgrades to eligible settlements with a population of less than 2,000 persons.

~~At this stage of the process, settlements considered most appropriate for such development or upgrades must be nominated by Meath County Council and further engagement with Irish Water must take place before agreement on the final list of settlements can be reached. The figure below depicts the process which must be undertaken by Meath County Council and Irish Water before a list of settlements can be finalised. It is anticipated that Local Authorities will be notified of successful projects throughout 2021~~



~~The outcome of this Growth Programme and consequent allocation of additional wastewater and water capacity will inform the population profile and growth targets identified in the Core Strategy.~~

~~Notwithstanding this, the finalisation of these settlements will be determined after the adoption of the County Development Plan and therefore cannot presently inform the Core Strategy. Given the evidence-based approach of the Core Strategy, should the outcome of the STVGP alter growth potential for small settlements, Meath County Council will ensure the Core Strategy incorporates outputs of the STVGP by way of variation to the County Development Plan~~

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 6.3</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-760 Irish Water
<b>Chapter/Section</b>	Section 6.4
<b>Proposed Material Amendment</b>	
<p>Amend INF OBJ 4 in Section 6.4 Water Services as follows:</p> <p>INF OBJ 4 : ‘To liaise and work in conjunction with Irish Water in the delivery of the Capital Investment Plan <del>2017-2021</del> <b>2020-2024</b> and any subsequent Capital InvestmentPlans.’</p>	
<b>Submissions Received on MA</b>	MH-C52-10 Irish Water
<b>Summary of Submission</b>	
<p>Irish Water note the correction of the date. The submission also notes text corrections that were not included in the material amendments, so will remain incorrect in the final document if not rectified.</p> <p><b>Section 6.6 Policy Context</b> 2nd Paragraph: In November 2019, An Bord Pleanála granted planning permission for the Greater Dublin Drainage Project.</p> <p><b>Section 6.7 Drinking Water</b> In the last line, <u>2019</u> should be deleted.</p> <p><b>Section 6.8</b> INF OBJ 4 CIP (2020-2024)</p> <p><b>Section 6.9 Waste Water</b> GDD Project End Date 2026 (also SEA page 57)</p>	
<b>Chief Executive Response</b>	
<p>The Chief Executive notes and accepts the minor text amendments suggested and acknowledges that other text corrections are necessary before finalization of the Plan. These are considered to non material issues highlighted above and addressed as part of Volume 3 of this Report.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 6.4</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-760 Irish Water
<b>Chapter/Section</b>	Section 6.7
<b>Proposed Material Amendment</b>	
<p>Add additional wording on the National Water Resources Plan to the end of the last paragraph of Section 6.7:</p> <p>Irish Water intend to seek planning permission for this project. <del>in 2019</del></p> <p><b>Irish Water is also preparing for the future by developing the National Water Resources Plan (NWRP). The strategic plan for water services will outline how we move towards a sustainable, secure and reliable public drinking water supply over the next 25 years, whilst safeguarding our environment. The NWRP will outline how Irish Water intends to maintain the balance between our supply from water sources around the country and demand for drinking water over the short, medium and long-term. This will allow preparation for the future and ensure the provision of sufficient safe, clean drinking water to facilitate the social and economic growth of our country.</b></p>	
<b>Submissions Received on MA</b>	MH-C52-10 Irish Water
<b>Summary of Submission</b>	
<p>Irish Water welcome the inclusion of our proposed text on the National Water Resources Plan.</p> <p>Irish Water also note the following text corrections were not included in the Material Amendments, so should be corrected in the final document. Section 6.6 Policy Context 2<sup>nd</sup> Paragraph.</p> <ul style="list-style-type: none"> <li>- In November 2019, An Bord Pleanála granted planning permission for the Greater Dublin Drainage Project.</li> <li>- Section 6.7 Drinking Water. In the last line, 2019 should be deleted.</li> <li>- Section 6.8 INF OBJ 4 CIP (2020 - 2024).</li> <li>- Section 6.9 Waste Water GDD Project End Date 2026 (also on SEA page 57)</li> </ul>	
<b>Chief Executive Response</b>	
<p>The Chief Executive notes the support of Irish Water for the above text. The minor text amendments suggested are accepted. Please refer to the response to Proposed Amendment Chapter 6.3 above where it is noted that these matters are addressed as part of Volume 3 of this Report.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 6.5</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	Mh-C5-567 Highfield Solar Ltd	
<b>Chapter/Section</b>	Section 6.10.2	
<b>Proposed Material Amendment</b>		
<p>Amend INF OBJ 28 in Section 6.10.2 'Flood Risk Management' as follows:</p> <p>"To ensure that proposals for the development of solar farms <del>are not</del> located within areas identified as being within Flood Zones A and B <b>are subject to a Site-Specific Flood Risk Assessment</b> as per the Planning System and Flood Risk Management Guidelines 2009 for Planning Authorities (or any updated guidelines)"</p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>The Chief Executive agrees that solar panels are not particularly vulnerable to flooding but that the required ancillary electrical infrastructure is considered a vulnerable type of development. Notwithstanding this, the placement of panels in an area of flood risk must be assessed against their potential to increase the risk of flooding upstream or downstream of the area, through changes to infiltration rates/storage capacity, through obstructing flow, or by increasing run-off. It is therefore considered appropriate that any development located in an area of flood risk is assessed in accordance with the Flood Risk Guidelines to consider indirect flood impacts.</p> <p>It is nonetheless agreed that solar farms should not be prohibited from being located in Flood Zones A or B, provided they can satisfy the justification test criteria in a Site Flood Risk Assessment. Accordingly, INF OBJ 28 has been amended to reflect this and DM OBJ 147 will be removed as this is a duplication of INF OBJ 28.</p>		
<b>Chief Executive Recommendation</b>		
It is recommended that the Plan be made with the proposed Material Amendment as displayed		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 6.6</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	<i>MH-C5-430</i> <i>Eirgrid</i>
<b>Chapter/Section</b>	Section 6.11.2
<b>Proposed Material Amendment</b>	
<p>Amend <del>6.12 National Maritime Spatial Plan</del> to 6.11.2 National Maritime Spatial Plan and add the following body text:</p> <p><b>6.11.2 National Marine Planning Framework (Draft)</b></p> <p>The NMPF is a national plan for Ireland’s maritime area, setting out, over a 20 year horizon, how we want to use, protect and enjoy our seas. The NMPF sits at the top of the hierarchy of plans and sectoral policies for the marine area. The plan has been informed by existing sectoral plans and will, in turn, be used to inform future cycles of those plans in an ongoing feedback loop. It provides a coherent framework in which those sectoral policies and objectives can be realised.</p> <p>The marine plan will cover Ireland’s maritime area, including internal waters (sea area), territorial seas, exclusive economic zone (EEZ) and continental shelf. The maritime area comprises approx. 490,000 km<sup>2</sup> and extends from mean high water mark at the coast seaward to in excess of 200 nautical miles in parts.</p> <p>This Draft NMPF contains the objectives, policies and supporting actions the Government considers necessary to support the effective management of marine activities and more sustainable use of our marine resources. It sets out the policy, legislative and regulatory context for Marine Spatial Planning in general and, more specifically, for the development of Ireland’s first plan. Consideration of the objectives of the plan, once adopted, will form part of the decision-making process for marine developments and activities.</p>	
<b>Submissions Received on MA</b>	MH-C52-209 Eirgrid MH-C52-121 Electricity Supply Board
<b>Summary of Submission</b>	
<p>MH-C52-209 Eirgrid – Eirgrid welcomes the amendments to bolster policy in relation to offshore renewable energy including and associated grid connection enhancements set out in the Proposed Amendment.</p> <p>MH-C52-121 Electricity Supply Board ESB support the proposed updates to section 6.11.2 National Marine Planning Framework (Draft) by proposed amendment Chapter 6.6, that now includes the statement below.</p>	

“...Consideration of the objectives of the plan, once adopted will form part of the decision-making process for marine development and activities”.

### Chief Executive Response

Recognising that County Meath has a coastline of approximately 12 kilometres, it is agreed that the National Marine Planning Framework should be incorporated into Draft Plan. As per the recommendations and the RSES, the Draft Plan will also include reference to the Offshore Renewable Energy Development Plan and RPO 10.24 of the RSES.

### Chief Executive Recommendation

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 6.7</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-430 Eirgrid
<b>Chapter/Section</b>	Section 6.12
<b>Proposed Material Amendment</b>	
<p>Amend the following policy in Section 6.12 ‘ Maritime Spatial Plan’</p> <p>INF POL 30: To implement the policies and objectives as set out within <del>the National Maritime Spatial Plan and on adoption,</del> <b>the National Marine Planning Framework</b> to realise the full benefits of our ocean wealth in a managed and sustainable way ensuring climate change is taken into account.</p>	
<b>Submissions Received on MA</b>	MH-C52-209 Eirgrid
<b>Summary of Submission</b>	
<p>MH-C52-209 Eirgrid – Eirgrid welcomes the amendments to bolster policy in relation to offshore renewable energy including and associated grid connection enhancements set out in the Proposed Amendment.</p>	
<b>Chief Executive Response</b>	
<p>Recognising that County Meath has a coastline of approximately 12 kilometres, it is agreed that the National Marine Planning Framework should be incorporated into Draft Plan.</p>	

## Chief Executive Recommendation

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 6.8</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	<i>MH-C5-430</i> <i>Eirgrid</i>
<b>Chapter/Section</b>	Section 6.15.2

## Proposed Material Amendment

Include the following body text in Section 6.15.2 'Policy Context':

### **Offshore Renewable Energy Development Plan 2014**

**The Offshore Renewable Energy Development Plan sets out the context for the development of Ireland's offshore wind and ocean renewable energy sectors, and the current state of play with regard to the range of policy areas that must be coordinated in order to create the conditions necessary to support the development of these sectors. The Plan was subject to an interim review in 2018 which identified a list of challenges and proposed next steps required to implement the recommendations identified by the Oversight Group.**

<b>Submissions Received on MA</b>	MH-C52-121 Electricity Supply Board MH-C52-209 Eirgrid MH-C52-236 Department of Agriculture, Food & the Marine
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## Summary of Submission

MH-C52-121 Electricity Supply Board - Under Section 6.15.3.2 'Wind Energy' in the Draft Plan, it is recognised that the growth of renewable energy and in particular wind energy requires the modernisation and expansion of electricity infrastructure. ESB support proposed amendments 6.8 & 6.9 that recognises the role of offshore renewable energy development and the range of policy areas that must be coordinated to create the conditions necessary to support the development of these sectors. With a coastline on the Irish Sea, the continued cooperation and support of Meath Co. Co. will ensure the development of key supporting ancillary onshore infrastructure required for the development of offshore wind farms in the Irish Sea can be accommodated.

MH-C52-209 Eirgrid - Eirgrid welcomes the amendments to bolster policy in relation to



offshore renewable energy including and associated grid connection enhancements set out in the Proposed Amendment. Eirgrid is available to collaborate with the planning authority to provide expert and focused input into strategic energy policy in the Draft Development Plan.

MH-C52-236 Department of Agriculture, Food & the Marine - Regarding offshore renewable energy installations: Commercial sea fishing is a long standing, pre-existing and traditional activity in the marine environment. The evaluation and consideration of potential impacts on any commercial sea fishing activities needs to be given consideration as part of any planning/proposal process and during the development process itself. It is imperative that engagement should be sought with the fishing industry and other relevant stakeholders at as early a stage as possible, and at every stage of any planning/proposal process and during the process itself, to discuss any changes that may affect them to afford a chance for their input. Fishers' interests, access to fishing grounds, and livelihoods must be fully recognised and taken into account.

### **Chief Executive Response**

The Chief Executive notes the support of Eirgrid and the ESB on the inclusion of the above amendment. As per the recommendations of Eirgrid and the RSES, the Draft Plan will also include reference to the Offshore Renewable Energy Development Plan and RPO 10.24 of the RSES.

The Chief Executive notes the submission from the Dept. of Agriculture, Food & the Marine. With respect to off-shore renewable energy installations, such large infrastructure projects will be subject to an Environmental Impact Assessment process under the EIA Directive 2011/92/ EU as amended by EIA Directive 2014/52/EU. As part of the EIA process which must accompany all relevant planning applications, consultation must be undertaken with statutory consultees which will include Prescribed Bodies such as the Department of Agriculture, Food & the Marine as well as a range of other stakeholders involved in the fishing industry at the earliest possible stage. The objective of this is to scope out potential design and environmental issues and address such issues at the earliest possible stages in the project. This will ensure impacts on the fishing industry will be highlighted and assessed as part of any application process to allow mitigation measures to be considered and incorporated as appropriate.

### **Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 6.9</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-430 Eirgrid
<b>Chapter/Section</b>	Section 6.15.3
<b>Proposed Material Amendment</b>	
<p>Insert the following body text at the end of Section 6.15.3 ‘Renewable Energy’;</p> <p><b>RPO 10.24 of the Eastern Midlands RSES also sets out its support for the sustainable development of Ireland’s offshore renewable energy resources in accordance with the Department of Communications, Energy and Natural Resources ‘Offshore Renewable Energy Development Plan’ and any successor thereof including any associated domestic and international grid connection enhancements.</b></p>	
<b>Submissions Received on MA</b>	MH-C52-121 Electricity Supply Board MH-C52-209 Eirgrid
<b>Summary of Submission</b>	
<p>MH-C52-121 Electricity Supply Board - Refer to Summary in Material Amendment 6.8</p> <p>MH-C52-209 Eirgrid – Refer to Summary in Material Amendment 6.8</p>	
<b>Chief Executive Response</b>	
<p>The Chief Executive notes the support of Eirgrid and the ESB on the inclusion of the above amendment. As per the recommendations and the RSES, the Draft Plan will also include reference to the Offshore Renewable Energy Development Plan and RPO 10.24 of the RSES.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 6.10</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	(FTF) NOM 7 - Cllr McCabe
<b>Chapter/Section</b>	Section 6.15.3
<b>Proposed Material Amendment</b>	
<p>Amend INF POL 34: in Section 6.15.3 'Renewable Energy';</p> <p>To promote sustainable energy sources locally based renewable energy alternatives, where such development does not have a negative impact on the surrounding environment (including water quality), landscape, biodiversity, natural and built heritage, <b>residential</b> or local amenities.</p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>This amendment is supported, and the Chief Executive agrees that the development of any renewable energy source should consider its impact on residential amenities as part of its environmental assessment.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 6.11</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	<i>MH-C5-567</i> Highfield Solar Limited
<b>Chapter/Section</b>	Section 6.15.3.2
<b>Proposed Material Amendment</b>	
<p>Amend the following body text in Section 6.15.3.2 Wind Energy:</p> <p>Wind energy has been the most significant source of renewable electricity. In 2017, installed wind capacity has increased to 2,851 MW across the island of Ireland. <b>In 2020, Ireland fell short of its mandatory European target for an overall 16% renewable energy share.</b> However, if Ireland is to reach our 2030<del>20</del> renewable electricity target, <b>55% of our electricity generation must be from renewable energy.</b> <del>The build rate of onshore wind farms must accelerate from an historic average of 180 MW per year to at least 250 MW per year.</del></p>	
<b>Submissions Received on MA</b>	MH-C52-121 Electricity Supply Board
<b>Summary of Submission</b>	
<p>The submission from the ESB has highlighted that the 55% renewable energy target has since been further accelerated to achieve a 70% target as part of the National Climate Action Plan.</p>	
<b>Chief Executive Response</b>	
<p>It is agreed that reference to the 2020 targets will be updated to reflect national targets for 2030 which is now the most relevant to the period for the Draft Plan. The submission from the ESB is acknowledged and the above text will be amended to reflect the 70% renewable target currently in place as part of the National Energy and Climate Action Plan and the Paris Agreement.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the Material Amendment as displayed, subject to the following minor modification;</p> <p>Wind energy has been the most significant source of renewable electricity. In 2017, installed wind capacity has increased to 2,851 MW across the island of Ireland. <b>In 2020, Ireland fell short of its mandatory European target for an overall 16% renewable energy share.</b> However, if Ireland is to reach our 2030<del>20</del> renewable electricity target, <b>55-70% of our electricity generation must be from renewable energy.</b> <del>The build rate of onshore wind farms must accelerate from an historic average of 180 MW per year to at least 250 MW per year.</del></p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 6.12</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	NOM 72 Cllr Ronan Moore	
<b>Chapter/Section</b>	6.15.3.6 Energy Efficiency	
<b>Proposed Material Amendment</b>		
<p>Amend policy in Section 6.15.3.6 'Energy Efficiency' as follows:</p> <p>INF POL 39: To encourage the attainment of high standards of energy efficiency and environmental sustainability in development <b>and to support the development of sustainable buildings that achieve certification under the Home Performance Index.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>The Council will continue to encourage attainment of high standards of energy efficiency and supports the motion for buildings to achieve certification under the Home Performance Index to ensure highest standards of sustainability are achieved.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		

Amendment No.:	Proposed Amendment Chapter 6.13
Previous Submission/ NOM/ (FTF)NOM Numbers	(FTF) NOM 16 Cllr Alan Tobin
Chapter/Section	Chapter 6.16.2 Policy Context

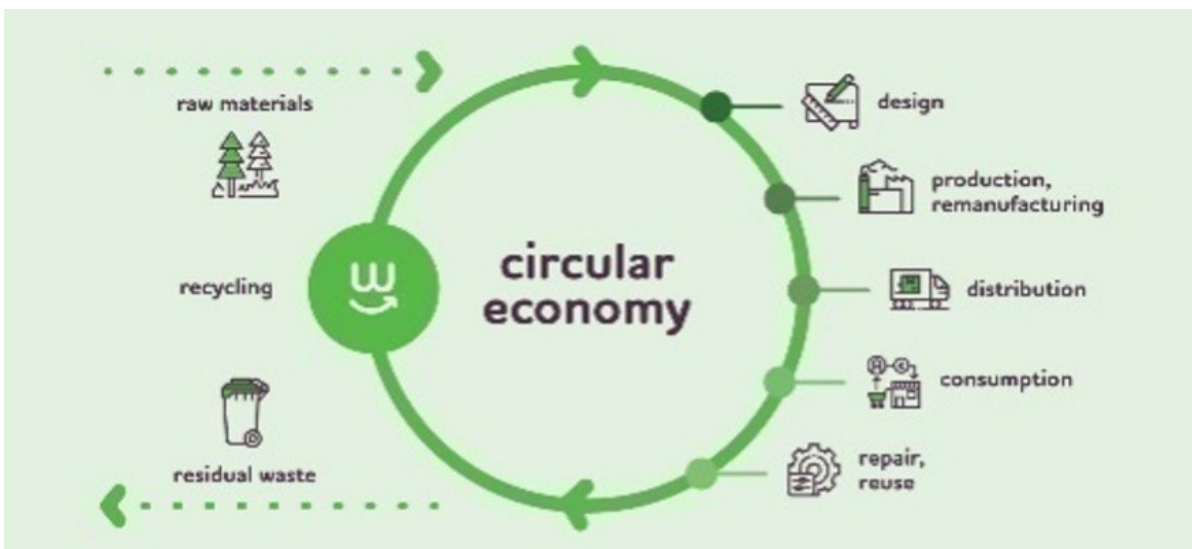
**Proposed Material Amendment**

Update Chapter 6, Infrastructure Chapter, Section 6.16.2 Policy Context to include the following:

**Waste Action Plan for a Circular Economy – Ireland’s National Waste Policy 2020-2025**

This policy shifts away from waste disposal and moves it back up the production chain, seeking to embed the circular economy into the products life cycle. This new circular economy will also present opportunities, in job creation and long term sustainability as well as helping to meet our climate targets. The policy will be supported by existing and pending legislation.

The policy document contains over 200 measures across various waste areas including Circular Economy, Municipal Waste, Consumer Protection and Citizen Engagement, Plastics and Packaging, Construction and Demolition, Textiles, Green Public Procurement and Waste Enforcement.



Amend the following policy:

INF POL 61 To facilitate the implementation of National Waste Legislation, **National and and** Regional Waste Management Policy **and the circular economy.**

<b>Submissions Received on MA</b>	MH-C52-1 - Department of the Environment, Climate and Communications
<b>Summary of Submission</b>	
<p>In respect of waste outlined within the documentation, the Department would be obliged if the local authority would consult directly with their respective Regional Waste Management Planning Office regarding development of the final plans.</p>	
<b>Chief Executive Response</b>	
<p>Notwithstanding the review of this submission, this submission does not relate to any material amendment placed on public display and therefore cannot be considered further at this stage of the plan-making process.</p> <p>It should be noted that consultation with the Department of Communications, Climate Action and Environment was carried out as part of the SEA process. The recommendation to liaise with the Regional Waste Authority was not advised at this stage, nor advised in the submission lodged to the Draft CDP at the Public Consultation stage. However, Meath County Council will ensure there is engagement with the Regional Waste Management Planning Office on any future draft waste management plans for the region.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 6.14</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-105 Open Eir	
<b>Chapter/Section</b>	Section 6.16.3	
<b>Proposed Material Amendment</b>		
<p>Amend the following policy in Section 6.16.3 ‘Broadband’:</p> <p>INF POL 55: To seek to have appropriate modern ICT, including open access fibreconnections in all new developments and a multiplicity of carrier neutral ducting installed during significant public infrastructure works such as roads, rail, water and sewerage, where feasible <b>and in consultation with all relevant licensed telecommunications operators.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>The amendment will ensure an orderly and planned approach to service provision of broadband is adequately addressed through the expansion of INF POL 55 as above.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		



<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 6.15</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-105 Open Eir	
<b>Chapter/Section</b>	Section 6.16.3	
<b>Proposed Material Amendment</b>		
<p>Amend the following INF OBJ 53 in Section 6.16.3 ‘Broadband’ as follows:</p> <p>INF OBJ 53: To require that open access communications cables and associated infrastructure are undergrounded in urban areas with particular reference to Architectural Conservation Areas in order to protect the visual amenities of streetscapes. <b>Proposals for overground cables located within Architectural Conservation Areas will be subject to outcome of development management process.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>It is acknowledged that it may not be appropriate in all circumstances to place all cables underground in Architectural Conservation Areas (ACA’s) if suitable over ground alternatives are available. However, agreement of over ground works in ACA’s will be subject to planning consent process within Meath County Council.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 6.16</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-229 Broadband Officer, Meath County Council	
<b>Chapter/Section</b>	Section 6.16.3 Broadband	
<b>Proposed Material Amendment</b>		
<p>Amend the following body text in Section 6.16.3 ‘Broadband’</p> <p>“Broadband is one of the key drivers in maintaining competitiveness and</p>		

supporting socioeconomic development. It provides a connectivity that has transformed the way people and businesses operate. The National Broadband Plan is the Government’s plan to deliver high speed broadband services to all businesses, farms, and households in Ireland. It will ensure that people living and working in rural areas have the same digital opportunities as those in urban areas.

The contract for the National Broadband Plan State intervention area was awarded in November 2019. The Council has been given specific responsibilities within the plan to support its delivery.

**A critical aspect of the National Broadband Plan is the development of Broadband Connection Points within existing and developing community facilities in the Intervention Areas. These facilities will enable local residents to access high speed broadband for leisure, economic, educational or work activities.**

**The WIFI4EU network, a publicly accessible free Wi-Fi service, is being delivered across Ireland in collaboration with the European Commission and the Department of Rural & Community Development. In Meath, residents and visitors are able to access high speed broadband in the main population centres of the County.**

The Council will seek to **support the delivery of these services and** promote enhancement of broadband delivery in County Meath in the period of the Development Plan in accordance with National policy in order to:

- Promote the attractiveness of **further** regional locations outside of the main urban centres for economic development both indigenous and FDI;
- Facilitate more flexible **study and** working arrangements such as working from home **and working hubs**;

Reduce social isolation.”

**Submissions Received on MA**

No Submissions Received

**Chief Executive Response**

It is considered that the proposed additional text provides a context for the role of the Council in the National Broadband Plan and its planned roll-out. It is agreed that the proposed text should be included in Section 6.2.3.

**Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed

## CHAPTER 7

# Community Building Strategy

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 7.1</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	NOM 34 Cllr. Ronan Moore
<b>Chapter/Section</b>	Section 7.6.2.3
<b>Proposed Material Amendment</b>	
<p>Amend Section 7.6.2.3 ‘People with Disabilities’ body text as follows:</p> <p>People with disabilities and the mobility impaired face particular physical barriers to access and movement not only in buildings, but on footpaths, streetscapes, open spaces etc. The Council will encourage integration of accommodation within a mix of housing types providing mobility and access for people with disabilities in order to remove barriers to involvement in community and employment activities.</p> <p><b>Furthermore, the Council will also promote the provision of ‘Changing Places Facilities’ in certain instances. Standard accessible toilets do not meet the needs of all people with a disability. Some people often need extra equipment and space to allow them to use toilets safely and comfortably. These needs are met by ‘Changing Places’ facilities. The provision of these facilities should be provided in any new build large building development where the public have access in numbers and/ or where the public might be expected to spend longer periods of time, for example, educational establishments, health facilities, civic centres, public libraries, cultural buildings, motorway services, sport and leisure facilities, including large hotels.</b> All proposals for development shall have regard to the provisions of the National Disability Authority’s document ‘Building for Everyone: A Universal Design Approach – Planning and Policy’ (2012) in order to ensure that access and movement through the development is available to all users of the development.</p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>This amendment is supported, and the Chief Executive agrees to expand Section 7.6.2.3 to promote the provision of Changing Places Facilities in appropriate locations in public buildings.</p>	

### Chief Executive Recommendation

It is recommended that the Plan be made with the proposed Material Amendment as displayed

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 7.2</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	(FTF) NOM 10 Cllr. Ronan Moore
<b>Chapter/Section</b>	Section 7.7.2 SOC OBJ 1

### Proposed Material Amendment

Amend SOC OBJ 1 in Section 7.7.2 Social Infrastructure Assessments as follows;  
SOC OBJ 1 - To assist in the provision of community and resource centres and youth clubs/cafes and other facilities for younger people by the identification and reservation of suitably located sites, including sites within the landbanks of the Local Authorities and by assisting in the provision of finance, where possible. **A centrally located youth premises (to accommodate various youth agencies/organisations and services) should be considered, and where viable outreach support centres should also be considered.**

**Submissions Received on MA**

No Submissions Received

### Chief Executive Response

This amendment is supported, and the Chief Executive agrees to expand SOC OBJ 1 to consider the provision of a centrally located youth premises in the County and also outreach support centres, where viable, subject to the necessary resources.

### Chief Executive Recommendation

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 7.3</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	(FTF) NOM 8 Revision to original NOM 31 Cllr. Ronan Moore	
<b>Chapter/Section</b>	Section 7.7.2	
<b>Proposed Material Amendment</b>		
<p>Amend the following policy in Section 7.7.2 Social Infrastructure Assessments:SOC POL 4</p> <p><del>To seek to ensure the efficient and timely delivery of community facilities commensurate with the needs of the resident population and to assist in the delivery of such facilities.</del> <b>To ensure the delivery of community facilities commensurate with the needs of the resident population is done in tandem with new residential developments in the interests of the proper planning and sustainable development of the area, and to assist in the delivery of such facilities.'</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>This amendment is supported, and the Chief Executive agrees to strengthen SOC POL 4 to ensure the delivery of community facilities are carried out in tandem with residential development.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 7.4</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-824-Department of Education and Skills (DOE)
<b>Chapter/Section</b>	Section 7.7.3.1
<b>Proposed Material Amendment</b>	
<p>Amend Section 7.7.3.1 ‘Primary and Post Primary Educational Requirements’ body text as follows:</p> <p>The Department of Education and Skills has identified that the following areas are likely to require additional school facilities/ reservation of sites over the plan period:</p> <ul style="list-style-type: none"> <li>· A new primary school in Ashbourne, Navan, Dunboyne, Dunshaughlin, and Ratoath, <b>Trim and Kilcock Environs.</b></li> </ul> <p>A new post primary school in Drogheda environs, Ashbourne, Navan, Dunboyne, Enfield, <b>Trim</b> and Ratoath</p>	
<b>Submissions Received on MA</b>	Department of Education and Skills MH-C52-295
<b>Summary of Submission</b>	
<p>The DOE welcomes a number of amendments made to the Draft Plan on foot of their submission to the Draft Plan. Additional issues are also raised in their submission which do not specifically relate to the material amendments.</p>	
<b>Chief Executive Response</b>	
<p>The support for the proposed material amendment referred to above is noted and acknowledged. Additional issues raised in their submission which do not relate to a material amendment cannot be considered further at this stage of the plan-making process.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 7.5</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-611 The Planning Partnership	
<b>Chapter/Section</b>	Section 7.7.7	
<b>Proposed Material Amendment</b>		
<p>Amend SOC POL 41 in Section 7.7.7 Open Space as follows:</p> <p>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 <b>public</b> open space, to ensure the availability of community and recreational facilities for the residents of the area.'</p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>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.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 7.6</b>	
<b>Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-802 Department of Culture, Heritage & the Gaeltacht	
<b>Chapter/Section</b>	Section 7.7.9	
<b>Proposed Material Amendment</b>		
<p>Insert reference as footnote (SOC POL 46) in Section 7.7.9 'Burial Grounds'-. SOC POL 46</p> <p>To protect the cultural heritage of historical burial grounds within the County and to encourage their management and maintenance in accordance with best conservation practice. (Please also refer to Chapter 8 Cultural and Natural Heritage) <b>(Footnote - Guidance for the Care, Conservation and Recording of Historic Graveyards (2011))</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>The best practice guidance document referenced will be footnoted on this page. It is considered that this guidance document will refer to the National Monuments Acts and consequent education and community opportunities.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		



## CHAPTER 8

# Cultural & Natural Heritage Strategy

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 8.1</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	(FTF) NOM 12 Cllr Mike Bray
<b>Chapter/Section</b>	Section 8.1
<b>Proposed Material Amendment</b>	
<p>Amend Section 8.1 'Introduction' in body text as follows:</p> <p>Where natural and cultural heritage features are relevant to any development proposal, applicants are required to contact the Planning Department, who will facilitate pre- application discussions at the earliest opportunity.</p> <p><b>The Council will also encourage engagement between the relevant national agencies and residents, farmers, landowners and local communities who are located in close proximity to heritage sites and walkways, in order to mitigate any adverse impacts arising from high volumes of visitors to an area.</b></p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>The Chief Executive acknowledges the need for consultation between local farmers, landowners and residents in close proximity to heritage sites that are subject to traffic and parking pressures arising from high volumes of visitors. Accordingly, the inclusion of the additional paragraph is supported.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 8.2</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-303 Devenish MH-C5-802 Department of Culture, Heritage & the Gaeltacht	
<b>Chapter/Section</b>	Section 8.6	
<b>Proposed Material Amendment</b>		
<p>Amend the following body text and HER POL 4 in Section 8.6 Archaeological Heritage as follows;:</p> <p>‘Archaeology is the <b>systematic</b> study of <b>past</b> human societies through the investigation and analysis of the material evidence left behind. <b>Uniquely archaeology provides insights into</b> <del>It is most useful for</del> periods and civilisations that existed prior to written records. The archaeological heritage of an area includes monuments, sites, and objects whether situated on land or under water. In this respect, the County has a significant archaeological heritage, and provides a valuable cultural, educational and tourism resource’</p> <p>Amend HER POL 4 as follows;</p> <p>To require, as part of the development management process, archaeological impact assessments, geophysical survey, test excavations or monitoring as appropriate, where development proposals involve ground clearance of more than half a hectare or for linear developments over one kilometre in length; or developments in proximity to areas with a density of known archaeological monuments and history of discovery as identified by a <del>licensed archaeologist</del> by a <b>suitably qualified archaeologist</b>.</p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
The Council notes and accepts minor amendment to definition of archaeology.		
<b>Chief Executive Recommendation</b>		
It is recommended that the Plan be made with the proposed Material Amendment as displayed.		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 8.3</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-802 Department of Culture, Heritage & the Gaeltacht
<b>Chapter/Section</b>	Section 8.6
<b>Proposed Material Amendment</b>	
<p>Amend HER POL 1 in Section 8.6 Archaeological Heritage as follows;</p> <p>Delete HER POL 1 <del>To protect archaeological sites, monuments, underwater archaeology and archaeological objects in their setting, which are listed on the Record of Monuments and Places for Meath.</del></p> <p>and replace with the following text:</p> <p><b>“To protect sites, monuments, places, areas or objects of the following categories:</b></p> <ul style="list-style-type: none"> <li>• <b>Sites and monuments included in the Sites and Monuments Record as maintained by the National Monuments Service of the Department of Culture, Heritage and the Gaeltacht;</b></li> <li>• <b>Monuments and places included in the Record of Monuments and Places as established under the National Monuments Acts;</b></li> <li>• <b>Historic monuments and archaeological areas included in the Register of Historic Monuments as established under the National Monuments Acts;</b></li> <li>• <b>National monuments subject to Preservation Orders under the National Monuments Acts and national monuments which are in the ownership or guardianship of the Minister for Culture, Heritage and the Gaeltacht or a local authority;</b></li> <li>• <b>Archaeological objects within the meaning of the National Monuments Acts; and Wrecks protected under the National Monuments Acts or otherwise included in the Shipwreck Inventory maintained by the National Monuments Service of the Department of Culture, Heritage and the Gaeltacht.”</b></li> </ul>	
<b>Submissions Received on MA</b>	MH-C52-66 – Keep Ireland Open
<b>Summary of Submission</b>	
MH-C52-66 – Support is expressed for the proposed amendment.	

<b>Chief Executive Response</b>
It is proposed to replace the existing text of HER POL 1 with a text which reflects the classification of monuments in Ireland. The Council agrees that this defines and provides clarity on monument categories.
<b>Chief Executive Recommendation</b>
It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 8.4</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-802 Department of Culture, Heritage & the Gaeltacht
<b>Chapter/Section</b>	Section 8.6
<b>Proposed Material Amendment</b>	
Amend policy HER POL 2 in Section 8.6 Archaeological Heritage as follows; HER POL 2: To protect all sites and features of archaeological interest discovered subsequent to the publication of the Record of Monument and Places, in situ (or at a minimum preservation by record) having regard to the advice and recommendations of the National Monuments Service of the Department of Culture, Heritage and the Gaeltacht <b>and The Framework and Principles for the Protection of the Archaeological Heritage (1999)</b>	
<b>Submissions Received on MA</b>	MH-C52-66 Keep Ireland Open
<b>Summary of Submission</b>	
MH-C52-66 – Support is expressed for the proposed amendment.	
<b>Chief Executive Response</b>	
HER POL 2 should be amended to include the stated national policy on protection of the Archaeological Heritage as suggested.	
<b>Chief Executive Recommendation</b>	

It is recommended that the Plan be made with the proposed Material Amendment as displayed

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 8.5</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-585 Tara Skryne Preservation Group
<b>Chapter/Section</b>	Section 8.6
<b>Proposed Material Amendment</b>	
Amend HER OBJ 3 in Section 8.6 Archaeological Heritage as follows; HER OBJ 3 - <del>To seek to</del> To protect important archaeological landscapes from inappropriate development.	
<b>Submissions Received on MA</b>	MH-C52-66 – Keep Ireland Open
<b>Summary of Submission</b>	
MH-C52-66 – Support is expressed for the proposed amendment.	
<b>Chief Executive Response</b>	
The Chief Executive agrees with HER OBJ amendment to remove text ‘To seek to’ from the objective.	
<b>Chief Executive Recommendation</b>	
It is recommended that the Plan be made with the proposed Material Amendment as displayed.	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 8.6</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-745 Boyne Valley Consultative Committee (BVCC)
<b>Chapter/Section</b>	Section 8.6.1
<b>Proposed Material Amendment</b>	
<p>Amend HER POL 10 in Section 8.6.1 UNESCO World Heritage Site - Brú na Bóinne as follows:</p> <p>HER POL 10 - To ensure that residential extensions within the UNESCO World Heritage Site of Brú na Bóinne <del>are in character with the original building</del> <b>respect the scale, design and character of the original building.</b></p>	
<b>Submissions Received on MA</b>	MH-C52-66 Keep Ireland Open
<b>Summary of Submission</b>	
MH-C52-66 – Support is expressed for the proposed amendment.	
<b>Chief Executive Response</b>	
New contemporary extensions will be considered provided the scale and design contribute positively to the character of the original building.	
<b>Chief Executive Recommendation</b>	
It is recommended that the Plan be made with the proposed Material Amendment as displayed	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 8.7</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-44 Keep Ireland Open MH-C5-47 Cllr Noel French
<b>Chapter/Section</b>	Section 8.7
<b>Proposed Material Amendment</b>	
<p>Insert new objective as follows into Section 8.7 'Architectural Heritage';</p> <p><b>HER OBJ XX To commission a study over the lifetime of the Plan to assess the significance of the Mass Rocks and Holy Wells throughout County Meath.</b></p>	
<b>Submissions Received on MA</b>	MH-C52-66 Keep Ireland Open
<b>Summary of Submission</b>	
MH-C52-66 - Support is expressed for the proposed amendment.	
<b>Chief Executive Response</b>	
<p>Meath County Council acknowledge the importance and significance of Mass Rocks/Holy Wells throughout the County Meath. A survey, both desktop and physical, should be carried out for the county. Holy wells contribute significantly to the social history of our land, with some having structural qualities worthy of recording, dating from the middle ages.</p>	
<b>Chief Executive Recommendation</b>	
It is recommended that the Plan be made with the proposed Material Amendment as displayed.	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 8.8</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-112 Transport Infrastructure Ireland (TII)
<b>Chapter/Section</b>	Section 8.7.4
<b>Proposed Material Amendment</b>	
<p>Amend HER POL 25 in Section 8.7.4 Industrial Heritage as follows;</p> <p>HER POL 25 To protect and enhance the built and natural heritage of the Royal Canal and Boyne Navigation and associated structures and to ensure, in as far as practically possible, that development which may impact on these structures and their setting be sensitively designed with regard to their character and setting. Development of the project will be subject to the outcome of the Appropriate Assessment process. <del>Where adverse effects on European site integrity are identified, alternative routes or designs will be developed to ensure that the project will not adversely affect the integrity of any European Site(s); the project will not be progressed unless an alternative solution can be implemented which avoids/reduces the impact to a level that the integrity of the European Site(s) is (are) unaffected.</del></p> <p>Amend the below policies/objectives;</p> <p>HER POL 32: To permit development on or adjacent to designated Special Areas of Conservation, Special Protection Areas, or those proposed to be designated over the period of the Plan, only where the development has been subject to the outcome of the Appropriate Assessment process and <del>an appropriate level of assessment</del> has been carried out to the satisfaction of the Planning Authority, in consultation with National Parks and Wildlife, <del>can clearly demonstrate that it will have no adverse effect on the integrity of the site.</del></p> <p>HER POL 6: To protect the Outstanding Universal Value of the UNESCO World Heritage Site of Brú na Bóinne in accordance with the relevant guidelines and national legislation, <del>so that its integrity, authenticity and significance are not adversely affected by cumulative inappropriate change and development so that its integrity, authenticity and significance are not adversely affected by inappropriate development or change.</del></p> <p>HER POL 27: To protect, conserve and enhance the County's biodiversity, <b>where appropriate.</b></p> <p>HER OBJ 55: To preserve the views and prospects listed in Appendix 10, in Volume 2 and on Map 8.4 and to protect these views from <b>inappropriate</b> development which would interfere unduly with the character and visual amenity of the landscape.</p>	
<b>Submissions Received on MA</b>	No Submissions Received



<b>Chief Executive Response</b>
Having regard to the Strategic Environmental Assessment and Appropriate Assessment for the Draft Plan, it is considered that the requirement for plans and projects to undergo Appropriate Assessment are adequately supported in the Draft Plan by the standalone objectives HER OBJ 32 and HER OBJ 33 in Chapter 8 Cultural and Natural Heritage Strategy, which are consistent with the requirements of the Habitats Directive.
<b>Chief Executive Recommendation</b>
It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 8.9</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-764 Bord na Mona
<b>Chapter/Section</b>	Section 8.11
<b>Proposed Material Amendment</b>	
<p>Amend the following body text in Section 8.11 Peatlands;</p> <p>The County represents the eastern limit of raised bogs in Ireland and the Council recognises the potential for utilisation of protected areas for tourist, amenity, educational and research purposes. The Council will liaise with the various government and nongovernment organisations involved in an effort to secure the conservation of the peatland areas <b>having regard to National Peatland Strategy and the National Raised Bog SACs Management Plan 2017-2022. The Council also recognises the potential for some cutaway to facilitate various complimentary activities such the generation of renewable energy, diverse ecosystems and places of public amenity.</b></p>	
<b>Submissions Received on MA</b>	MH-C52-66 Keep Ireland Open
<b>Summary of Submission</b>	
MH-C52-66 – Support is expressed for the proposed amendment.	

<b>Chief Executive Response</b>
The Chief Executive recognises the importance of cutaway bogs as potential sites for renewable energy development and has incorporated the additional text to reflect this.
<b>Chief Executive Recommendation</b>
It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 8.10</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	(FTF) NOM 20 Cllr McCabe & Cllr Meade
<b>Chapter/Section</b>	Section 8.11

<b>Proposed Material Amendment</b>	
Amend HER OBJ 38 in Section 8.11 Peatlands as follows:  HER OBJ 38 To work in partnership with relevant stakeholders on a suitable peatland site(s) to demonstrate best practice in sustainable peatland conservation, management and restoration techniques and to promote their heritage and educational value subject to Ecological Impact Assessment and Appropriate Assessment Screening, as appropriate, having regard to local <b>and residential amenities</b> .	

<b>Submissions Received on MA</b>	No Submissions Received
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<b>Chief Executive Response</b>
The Chief Executive supports having regard to the consideration of local and residential amenities in the restoration and conservation of peatland. Accordingly, this amendment is supported.
<b>Chief Executive Recommendation</b>
It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 8.11</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-1001 Meath Archaeological and Historical Society (MAHS)
<b>Chapter/Section</b>	Section 8.18
<b>Proposed Material Amendment</b>	
<p>Insert the following new objective into Section 8.18 Views and Prospects as follows;</p> <p><b>HER OBJ XX To undertake a review of existing protected views and prospects contained in the County Development Plan and to assess and consider additional views and prospects deemed worthy of inclusion/protection.</b></p>	
<b>Submissions Received on MA</b>	MH-C52-66 Keep Ireland Open
<b>Summary of Submission</b>	
MH-C52-66 – Support is expressed for the proposed amendment.	
<b>Chief Executive Response</b>	
A new objective will be inserted in the plan to undertake such a review.	
<b>Chief Executive Recommendation</b>	
It is recommended that the Plan be made with the proposed Material Amendment as displayed.	

# CHAPTER 9

## Rural Development Strategy

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 9.1</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	NOM 50 – Cllr Brian Fitzgerald Grouped Themed Submission No. 1 - Rural Housing Policy
<b>Chapter/Section</b>	Chapter 9

### Proposed Material Amendment

Retain the existing Rural Development Chapter (Chapter 10) of the 2013-2019 County Development Plan but replace Section 10.6 ‘Graigs’ with Section 9.5.4 ‘Rural Nodes’

Refer to Meath County Development Plan 2021-2027 Consultation Portal to view Proposed Amendment Chapter 9.1

<https://consult.meath.ie/en/consultation/material-amendments-draft-meath-county-development-plan-2021-2027/chapter/volume-3-book-maps#Am3.2>

and

<https://consult.meath.ie/en/consultation/material-amendments-draft-meath-county-development-plan-2021-2027/chapter/proposed-amendment-chapter-91>

The **Node map for Yellow Furze** was excluded in error from the public display of the draft Plan and is now placed on public display as a material amendment.

Maps to be included in Volume 3 Book of Maps associated with the existing County Development Plan 2013-2019 Chapter 10 ‘Rural Development’ are as follows;

- **Rural Area Types Development Pressure 10.1**
- **Tree Preservation Order's (TPO) 10.2**
- **GSI Aggregates Potential Map 10.3**
- **GSI Granular Aggregates Potential Map 10.4**
- **Gaeltacht Areas Rathcairn & Gibbstown 10.5**
- **Management of Future Access to Strategic Corridors 10.6**

Please refer to Proposed Volume 3 Amendment No. 2 to view the above Maps to be removed (superceded) are as follows;

#### **Maps**

~~Map no. 9.1 Rural Area Types Development Pressure~~

- Map 9.2 Management of Future Access to Strategic Corridors
- Map 9.3 Tree Preservation Orders
- Map 9.4 Gaeltacht Areas

**Proposed Amendment Chapter 9.1  
Laytown/ Bettystown - Yellow Furze Rural Node**



### **SEA Consultant Comments**

The amendment is contrary to the provisions of the Project Ireland 2040 National Planning Framework (NPF).

National Policy Objective (NPO) 19 seeks to facilitate the provision of single housing in the countryside only where it is based on the core consideration of demonstrable economic or social need to live in a rural area and siting and design criteria for rural housing in statutory guidelines and plans, having regard to the viability of smaller towns and rural settlements.

Regional Policy Objectives (RPOs) for Rural Areas in the Eastern & Midlands Regional Spatial & Economic Strategy 2019-2031 (RESES) include RPO 4.77 and RPO 4.78 support local authority development plans prioritising the regeneration of rural towns, villages and rural settlements. Policy RPO 4.80 reiterates NPO 19 where it states that, in Rural Areas Under Strong Urban Influence and Stronger Rural Areas, local authorities shall manage urban generated growth by ensuring that in these areas the provision of single houses in the open countryside is based on the core consideration of demonstrable economic or social need to live in a rural area, having regard to the viability of smaller towns and rural settlements.

The amendment would lead to non-sustainable development and negative environmental impacts through:

- creation of demands for the subsequent provision of public infrastructure on a dispersed pattern (i.e. roads and services);
- higher energy consumption and transportation costs arising from increased car based commuting;
- over concentration of septic tanks in areas leading to potential ground water issues;
- potential contamination of local water supplies and a reduction in water quality;
- potential erosion of landscape character, and depletion of high-quality landscapes; and harmful effects on the tourism sector;
- loss of agricultural land; and
- loss or negation of investment in small towns and rural settlements, leading to dereliction and vacancy;

Therefore, the amendment would lead to negative environmental impacts across environmental factors, including biodiversity, land and soils, water, climate / climate change, material assets and transport, heritage and landscape.

SEA Recommendation: remove proposed amendment and retain Rural Development Strategy of Draft Plan.

<p><b>Submissions Received on MA</b></p>	<p>MH-C52-293 – Office of the Planning Regulator  MH-C52-38- Transport Infrastructure Ireland  MH-C5-128 - Paul Mathews  MH-C5-122 - Ger Fahy Planning consultant on behalf of Elizabeth and Tom Jennings  MH-C52-120 McKenna Associates on behalf of Joanna Caffrey</p> <p>MH-C52-2 – Elizabeth Hunt  MH-C52-3 – S. O’Donnell  MH-C52-4 – Robert Mullen  MH-C52-5 – Cllr Noel French  MH-C52-7 – Christopher O’Rourke  MH-C52-14 – Maura Maguire  MH-C52-15 – Marie Guy  MH-C52-16 – Suzanne Maguire  MH-C52-17 – Thomas J. Maguire  MH-C52-19 – Owen McDonnell</p>
<p><b>Summary of Submission</b></p>	
<ol style="list-style-type: none"> <li>1. <u>MH-C52-38 TII</u> – Please refer to Summary to Item No.6 of the TII submission.</li>   <li>2. <u>MH-C5-128 Paul Mathews – Monknewtown node</u> -  The submission expresses concern that the proposed node largely contains existing houses and amenities and even touches on a protected Small Passage Tomb. As a result no new houses will be provided in Monknewtown without the loss of existing amenities. I believe that the boundary of this node should be re-examined.</li>   <li>3. <u>MH-C5-122 Ger Fahy Planning consultant on behalf of Elizabeth and Tom Jennings – Kilcloon node</u>  The submission requests that the boundary of the rural node of Kilcloon be extended to include the subject lands. The subject site is located to the western side of Kilcloon with two dwellings to the north and is surrounded by agricultural land. The submission states that the site is located in the rural node of Kilcloon, is proximate to the land to the school and church, the strong intrinsic links of the land owners to this rural area, their desire to and wish for their grandchildren to continue to live in this rural area and the serviceable nature of the land with water and sewerage.</li>   <li>4. <u>MH-C52-120 McKenna Associates on behalf of Joanna Caffrey – Batterstown Node</u>  The submission requests the A2 New Residential zoning of lands to the northeast of Batterstown. Strategic arguments provided for the zoning of these</li> </ol>	

lands include;

- The village should logically extend along the R154
- Site forms a gateway into Batterstown
- Zoning of lands to residential would ensure the amenity of the existing neighbouring dwellings is protected
- Other uses such as community/recreation could form part of site
- Adjacent to all services
- Sites would be affordable

5. MH-C52-293-Office of the Planning Regulator – Please refer to Summary to Item No.3 of the OPR submission.

6. MH-C52-2 – Elizabeth Hunt, MH-C52-3 – S. O’Donnell, MH-C52-4 – Robert Mullen, MH-C52-5 – Noel French, MH-C52-7 – Christopher O’Rourke, MH-C52-14 – Maura Maguire, MH-C52-15 – Marie Guy, MH-C52-16 – Suzanne Maguire, MH-C52-17 – Thomas J. Maguire, MH-C52-19 – Owen McDonnell

The above submissions state that the existing 2013-2019 policy should be retained and include the following points;

- Impact on housing supply
- A more restrictive policy will decimate rural communities and impact rural GAA clubs/schools/shops
- People who own their own land should be able to build on it if they wish
- A more restrictive policy would have huge economic, financial and social repercussions, not to mention affecting tourism and mental health amongst other issues
- SEA - Improved public transport links between urban centres and cycling infrastructure is the solution to single vehicle travel, not banning one off rural housing and demand will remain in towns/villages and the proposal to retain the 2013 policy will not result in dereliction.
- The rural nodes are a disgrace - landowners are under no obligation to sell land in a rural node.
- Agriculture is the biggest polluter of waterways and ground water, not biocycle WWTP systems.
- The existing planning rules are quite strict .
- Changing a policy which has been in situ for a long period needs to be introduced on a phased basis
- If a person is a resident of Meath for more than 10 years/was born/raised in a rural location and can demonstrate a need for housing then if no affordable sites are available in a node within 10km of their family owned property then they should be allowed to construct housing in a rural location (Intrinsic links).
- need to recognise the role of the rural countryside as a lived-in landscape and continuing need for housing provision for people to both live and work in Ireland’s countryside.
- The provision of one-off houses in rural areas enhances the vibrancy and vitality of the towns or settlements in rural areas.
- If there were affordable serviced sites within a node, village or town then the number of once off rural housing could be reduced.
- An Objective should be included in the plan: To monitor the trends in rural



housing and population during the lifetime of the plan to ascertain if further rural housing policy responses are required during the plan period.

- The Plan does not encourage the provision of a mix of house types in towns and villages to provide an alternative to individual housing in the open countryside
- Need to be close to family for dual support and family childcare

### **Chief Executive Response**

1. Please refer to response to Item No.6 of the TII Submission MH-C52-38
2. Submissions were received requesting extensions to the rural nodes of Monknewtown, Kilcloone and Batterstown on the draft Plan (MH-C5-118, MH-C5-383, MH-C5-699). The response of the Chief Executive remains as per these submissions. Please refer to the Response to Item No.3 of the OPR submission (MH-C52-293) which relates to the rural Housing Policy.
3. Please refer to the response to Item No. 2 above.
4. Please refer to the response to Item No. 2 above.
5. Please refer to the Response to Item No.3 of the OPR submission (MH-C52-293).
6. Please refer to the Response to Item No.3 of the OPR submission (MH-C52-293).

### **Chief Executive Recommendation**

1. Please refer to response to Item No.6 of the TII Submission MH-C52-38
2. No change recommended to node boundary Please refer to response to MA Recommendation 3 (Item No. 3) of the OPR submission MH-C52-293
3. No change recommended to node boundary. Please refer to response to MA Recommendation 3 (Item No. 3) of the OPR submission MH-C52-293
4. No change recommended to node boundary. Please refer to response to MA Recommendation 3 (Item No. 3) of the OPR submission MH-C52-293
5. Please refer to response to MA Recommendation 3 (Item No. 3) of the OPR submission MH-C52-293
6. Please refer to response to MA Recommendation 3 (Item No. 3) of the OPR submission MH-C52-293

# CHAPTER 10

## Climate Change Strategy

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 10.1</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	Grouped Themed Submission no. 9-Miscellaneous Issues	
<b>Chapter/Section</b>	Section 10.4	
<b>Proposed Material Amendment</b>		
<p>Amend Section 10.4 Policy Context to insert the following body text at the end of the section (just before 10.5.1):</p> <p><b>Meath Climate Action Strategy</b></p> <p><b>The Meath Climate Action Strategy covers the period from 2019-2025 and aims to support businesses, social enterprises, public bodies and communities to change their energy systems to produce a climate resilient economy. The Strategy focuses on changes to key areas such as mobility, the built environment, clean energy, resource management, water and natural resources identifying methods by which Meath County Council can support change in these areas.</b></p>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>It is agreed that though the Draft Plan is aligned with national commitment on climate change, certain plans and strategies have not been referenced in Chapter 10 on Climate Change due to their recent adoption. Accordingly, the following plans has been incorporated into section 10.4 of the Draft Plan:</p> <p><b>- Meath Climate Action Strategy</b></p> <p>Other statutory documents have been incorporated into other sections of the Draft Plan, as appropriate. Reference to the Meath Climate Action Strategy in Section 6.4.2 must be updated to reflect it its finalised status.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 10.2</b>
<b>Submission/ NOM/ (FTF)NOM Numbers</b>	Grouped Themed Submission no. 9-Miscellaneous Issues
<b>Chapter/Section</b>	Section 10.4
<b>Proposed Material Amendment</b>	
<p>Amend Section 10.4 Policy Context to insert the following body text at the end of the section and before paragraph on Meath Climate Action Strategy:</p> <p><b>Climate Action Plan 2019 To Tackle Climate Breakdown.</b></p> <p><b>The Climate Action Plan is a national policy document adopted in 2019. The Plan identifies the critical nature of the challenge faced as a result of global warming.</b></p> <p><b>The Plan underpins this ambition to deliver a step-change in our emissions performance over the coming decade by setting out clear 2030 targets for each sector and the expected emissions savings that will result. The overall aim will allow Ireland to meet its EU targets for 2030 and will also be well placed to meet our mid-century de-carbonisation objectives.</b></p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>It is agreed that though the Draft Plan is aligned with national commitment on climate change, certain plans and strategies have not been referenced in Chapter 10 on Climate Change due to their recent adoption. Accordingly, the following plans has been incorporated into Section 10.4 of the Draft Plan:</p> <p><b>- The Climate Action Plan 2019</b></p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 10.3</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	(FTF) NOM 17 Cllr. Alan Tobin
<b>Chapter/Section</b>	Section 10.4 Policy Context
<b>Proposed Material Amendment</b>	
<p>Amend Section 10.4 to include the following body text (after paragraph on UNFCCC (1992):</p> <p>10.4 Policy Context</p> <p><b>The European Green Deal</b></p> <p><b>The European Green Deal plans to make the EU's economy sustainable and climateneutral by 2050 and position the EU as a Global leader. This will be achieved by turning climate and environmental challenges into opportunities, and making the transition just and inclusive for all. The goals of the Green Deal will be enshrined in law. Actions under the Green Deal include:</b></p> <ul style="list-style-type: none"> <li>• <b>The Just Transition Mechanism: making sure no one is left behind</b></li> <li>• <b>Investing in Climate neutral and circular economy</b></li> <li>• <b>EU funded projects to green the economy</b></li> <li>• <b>A Climate Pact</b></li> <li>• <b>Circular Economy Action Plan</b></li> <li>• <b>EU Biodiversity Strategy for 2030</b></li> <li>• <b>Renovation Wave</b></li> <li>• <b>Methane Strategy</b></li> <li>• <b>Offshore Renewable Energy</b></li> <li>• <b>A new European Bauhaus</b></li> <li>• <b>Chemicals Strategy for sustainability</b></li> <li>• <b>European Year of Rail 2021</b></li> <li>• <b>From Farm to Fork</b></li> </ul>	
<b>Submissions Received on MA</b>	MH-C52-109 Not Here Not Anywhere
<b>Summary of Submission</b>	
<p>This submission comes from a nationwide, grassroots, non-partisan group campaigning to end fossil fuel exploration and the development of new fossil fuel infrastructure in Ireland. It makes the following recommendations regarding your new development plan, including recent material amendments, in order to enable preventing catastrophic consequences from climate change.</p> <p>- The Meath County Development Plan should ensure a rapid phasing out of all fossil fuels including gas.</p>	

- The Meath County Development Plan should not allow the expansion of the gas grid.
- The Meath County Development Plan should ban fracked gas in its energy mix.
- Any new large-scale fossil fuel infrastructure projects must be mandated to undertake climate impact assessment to ensure they are consistent with Ireland's fair share net cumulative carbon dioxide (CO2) quota in line with the Paris agreement.

#### Data Centres

- New data centres must be entirely powered by onsite or new offsite renewable energy, with existing centres required to transition rapidly to onsite or new offsite renewables.
- Where technically possible, heat recovered from Data Centres should be utilised for district heating systems.

#### Public Participation and People-led Policy

- Outside the development of this plan, the council should lead annual local climate dialogues which serve to inform communities about the ongoing transition to a low carbon society and seek their opinions, ideas and consent.
- The Climate Action and Environment office, or equivalent, within the council must be adequately resourced, publicised and staffed. These offices should work closely with local communities to improve education and access to information around environmental issues, proactively engage in consultations and participatory processes which allow local people to have a say in the energy transition in their area.
- Wherever practically possible, participatory processes should be designed in a participatory way, with input from representatives of all groups who are expected to take part.
- Special outreach efforts must be made to include disadvantaged or marginalised groups in participatory processes. Those running participatory processes should keep a detailed record of the participation of marginalised groups and of best practices that serve to increase this participation.
- Support and establish community energy projects throughout the lifetime of the county development plan.

#### Chief Executive Response

This submission has been reviewed and contains a list of recommendations pertaining to the prevention of catastrophic consequences from climate change. The submission outlines a number of recommendations that the Council would encourage and a number of recommendations that are outside the remit of a local authority's decision-making capacity.

Notwithstanding the review of this submission and that Meath County Council will ensure regard is given to the actions outlined in the European Green Deal, the specific matters raised in this submission do not relate to any material amendment placed on public display and therefore cannot be considered further at this stage of the plan-making process.

### Chief Executive Recommendation

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 10.4</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-126 Friends of the Irish Environment
<b>Chapter/Section</b>	Section 10.5 Climate Change Objectives
<b>Proposed Material Amendment</b>	
<p>Amend Climate Change Objective 1 as follows;</p> <p>To support the implementation of the <b>Climate Action Plan 2019 National Climate Change Strategy</b> and to facilitate measures which seek to reduce emissions of greenhouse gases <b>in the Electricity, Enterprise, Built Environment, Transport, Agriculture and Waste sector.</b></p> <p><del>a. Reducing Meath County Councils emissions by 33% by 2020. b. Reducing CO2 emissions of the county by at least 40% by 2030</del></p> <p>2. To support the implementation of the <b>Climate Action Plan 2019 National Climate Change Strategy</b> and the National Climate Change Adaption Framework Building Resilience to Climate Change 2012 through the County Development Plan and through the preparation of a Climate Change Adaptation Plan in conjunction with all relevant stakeholders</p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>It is acknowledged that greenhouse gas emissions must be reduced by at least 40% by 2030. The text in Section 10.5 of the Draft Plan is no longer up to date given the publication of the of the Climate Action Plan 2019. This text will be updated to reflect the latest Climate Action Plan.</p>	
<b>Chief Executive Recommendation</b>	
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>	

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 10.5</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	(FTF) NOM 19 Cllr. Alan Tobin
<b>Chapter/Section</b>	Section 10.4
<b>Proposed Material Amendment</b>	
<p>Amend Section 10.4 Policy Context to insert the following body text at the end of this section and before paragraph on Meath Climate Action Strategy and after Climate Action Plan 2019:</p> <p><b>Just Transition Fund</b></p> <p>The Just Transition Fund (JTF) is a key pillar of the government’s just transition plan for the Midlands region. A 2020 fund will be available for projects focusing on retraining workers and proposals to generate sustainable employment in green enterprise in the region, and supporting communities to transition to a lowcarbon economy.</p> <p>The objective of the Just Transition Fund 2020 call is to fund innovative projects that contribute to the economic, social and environmental sustainability of the Wider Midlands region and which have employment and enterprise potential. It will support projects that take a whole-of-Midlands strategic approach and complement other sources of public funding.</p> <p>The scope of the fund is limited in the context of County Meath, given its particular relevance to the Midlands region and the re-skilling of Peat Production workers. Notwithstanding this, the Council supports the ethos of climate justice and would welcome the opportunity to partner and collaborate with both the public and private sector on ‘Just Transition’ projects where opportunities arise.</p>	
<b>Submissions Received on MA</b>	No Submissions Received
<b>Chief Executive Response</b>	
<p>This amendment is supported. The Just Transition Fund (JTF) is a key pillar of the government’s just transition plan for the Midlands region and though there may be limited opportunity to avail of the fund in Meath, the Council will continue to monitor the fund and investigate potential funding opportunities for applicable projects within the county.</p>	

## Chief Executive Recommendation

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 10.6</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	Grouped Themed Submission no. 9-Miscellaneous Issues
<b>Chapter/Section</b>	Section 10.6.2

## Proposed Material Amendment

Relocate INF POL 19, 20, 24, 26, 27, 29 & 30, INF OBJ 25 and associated text from Section 10.6.2 Energy and Waste Infrastructure to Section 10.6.3. on Water Resource Management.

### **INF POL 19**

**To implement the findings and recommendations of the Strategic Flood Risk Assessment prepared in conjunction with the County Development Plan review, ensuring climate change is taken into account.**

### **INF POL 20**

**To require that a Flood Risk Assessment is carried out for any development proposal, where flood risk may be an issue in accordance with the “Planning System and Flood Risk Management – Guidelines for Planning Authorities” (DoECLG/OPW, 2009). This assessment shall be appropriate to the scale and nature of risk to and from the potential development and shall consider the impact of climate change.**

### **INF POL 24**

**To ensure that flood risk management is incorporated into the preparation of Local Area Plans in accordance with 'The Planning System and Flood Risk Management - Guidelines for Planning Authorities (2009)'.**

### **INF POL 26**

**To undertake a review of the ‘Strategic Flood Risk Assessment for County Meath’ in light of the completed flood mapping which has been developed as part of the Eastern Catchment Flood Risk Assessment and Management (CFRAM) Study.**

### **INF OBJ 25**

**To require the use of sustainable drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques where appropriate, for new development or for extensions**



to existing developments, in order to reduce the potential impact of existing and predicted flooding risks.

**INF OBJ 27**

To encourage the use of Green Roof technology particularly on apartment, commercial, leisure and educational buildings.

**INF POL 29**

To facilitate the provision of new, or the reinforcement of existing flood defences and protection measures where necessary and in particular to support the implementation of flood schemes being progressed through the planning process during the lifetime of the Plan. The provision of flood defences will be subject to the outcome of the Appropriate Assessment process. If adverse effects on European Site integrity are identified, alternative locations and/designs will be developed to ensure that flood defence structures will not adversely affect the integrity of European Sites, either alone or in combination with any other plans or projects. If, despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of the European Sites, the project will not be progressed unless an alternative solution can be implemented which avoids/reduces the impact to a level that the integrity of the European Site(s) is(are) unaffected. It is reasonable to assume that at the detailed design stage any potential for a project to impact on European Sites could, and will, be resolved through the exploration of alternative locations or designs while still fulfilling their function/role.

**INF OBJ 30**

To ensure the County's natural coastal defences, such as beaches, sand dunes, salt marshes and estuary lands, are protected and are not compromised by inappropriate works or forms of development.

**Submissions Received on MA**

No Submissions Received

**Chief Executive Response**

It is agreed that the above policies and objectives are incorrectly located within Section 10.6.2 Energy and Waste Infrastructure of the Draft Plan and accordingly, have been relocated to Section 10.6.3. on Water Resource Management.

**Chief Executive Recommendation**

It is recommended that the Plan be made with the proposed Material Amendment as displayed.

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 10.7</b>	
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	MH-C5-430 Eirgrid	
<b>Chapter/Section</b>	Section 10.6.2	
<b>Proposed Material Amendment</b>		
<p>Remove from the Key Risks column under Section 10.6.2 Energy and Waste Infrastructure the following:</p> <ul style="list-style-type: none"> <li><del>Reduction in the capacity of distribution and transmission lines in higher temperatures, may reduce efficiency and increase costs</del></li> </ul>		
<b>Submissions Received on MA</b>	No Submissions Received	
<b>Chief Executive Response</b>		
<p>It is agreed that reduced capacity and increased costs of distribution and transmission lines associated with higher temperatures is an operational issue and cannot be resolved by the Council. Accordingly, this statement will be removed from the Key Risks column under Section 10.6.2 Energy and Waste Infrastructure.</p>		
<b>Chief Executive Recommendation</b>		
<p>It is recommended that the Plan be made with the proposed Material Amendment as displayed.</p>		

# CHAPTER 11

## Development Management Standards

<b>Amendment No.:</b>	<b>Proposed Amendment Chapter 11.1</b>
<b>Previous Submission/ NOM/ (FTF)NOM Numbers</b>	
<b>Chapter/Section</b>	Chapter 11
<b>Proposed Material Amendment</b>	
<p>Updated Development Management Chapter.</p> <p>Refer to Meath County Development Plan Consultation Portal to view the updated Development Management Chapter:  <a href="https://consult.meath.ie/en/consultation/material-amendments-draft-meath-county-development-plan-2021-2027/chapter/proposed-amendment-chapter-111">https://consult.meath.ie/en/consultation/material-amendments-draft-meath-county-development-plan-2021-2027/chapter/proposed-amendment-chapter-111</a></p>	
<b>Submissions Received on MA</b>	<p>MH-C52-38 TII</p> <p>MH-C52-296 NTA</p> <p>C52-293- Office of the Planning Regulator</p> <p>MH-C52-121 ESB</p> <p>MH-C52-250 – Rockmill Ltd.</p> <p>MH-C52-294-Davy Hickey Properties</p> <p>MH-C52-216-Gillian Toole</p> <p>MH-C52-203 – An Post</p>
<b>Summary of Submission</b>	
<ol style="list-style-type: none"> <li>1. MH-C52-38 TII - Please refer to summary of Item No .7 of TII submission.</li> <li>2. MH-C52-296 NTA - Please refer to summary of Item No. 3 of the NTA submission.</li> <li>3. C52-293- Office of the Planning Regulator: Regarding the proposal to prepare 38 masterplans across the county, please refer to Item No. 8 of the OPR (MH-C52-293) In relation to chapter 11.1, , please refer to Item No. 8 of the OPR (MH-C52-293).</li> <li>4. MH-C52-294 Davy Hickey Properties - This submission requests the Meath CDP reflect more fully the car parking Standards and locational criteria as set out in the Apartment Guidelines for Central and Accessible Locations, intermediate locations and peripheral or less accessible urban locations. The submission recommends that the parking standards indicated in Table 11.1 are shown as a ‘maximum’.</li> </ol>	

5. MH-C52-121 ESB - In relation to proposed amendments to the Development Management Standards and in the context of the above supporting objectives in relation to sustainable transportation, ESB wish to highlight that, the EU Energy Performance of Buildings Directive comes into force soon. The new Directive calls for an increase to 20% for the number of parking spaces which should have provision for electric vehicle charging infrastructure.

In this regard, in the preparation of the final County Development Plan, an opportunity exists to ensure availability is expanded, in line with the new directive so that the County is consistent with National and Regional Policy in relation to the provision of electric vehicle infrastructure over the lifetime of the new plan. Therefore, to ensure that the Development Standard Objectives 94 & 95 align with the new Directive, ESB propose that both Objectives be amended as follows.

**DM OBJ 94**

*"All car parks shall include the provision of necessary wiring and ducting to be capable of accommodating future Electric Vehicle charging points, at a rate of ~~10%~~ -20% of total space numbers.*

**DM OBJ 95**

*"In any car park in excess of 20 spaces where public access is available, ~~one~~ four fully functional charging point for Electric Vehicles shall be provided in accordance with IEC 61851 Standard for Electric Vehicle Conductive Charging Systems.*

The above standards or similar have been implemented in the latest review of development plans by planning authorities in Ireland. Promoting policies and objectives are facilitating growth in charge point infrastructure, to become a comprehensive network of public and domestic charge points with open systems and platforms accessible to all supply companies and all types of electric cars.

6. MH-C52-216-Gillian Toole: As per NOM 22, which was accepted and agreed, this objective in Section 11.14-6 was amended to include an additional definition, which was not included on P54.

**'WL White Lands. Objective to protect strategic from inappropriate forms of development which would impede the orderly expansion of a strategic urban centre. White lands can only be released where it would lead to significant employment creation, education provision or which cannot reasonably be accommodated on other employment zoned land.**

7. MH-C52-203 – An Post: It is noted that An Post is a semi-state body with a number of locations across the county and it is likely that over the coming years there may be cases where facilities will be expanded whilst other may be subject to redevelopment proposals. In this regard it is requested that Meath County Council insert provisions providing for An Post facilities being a permissible/open for consideration use on all land use zonings.

It is also requested that the following policies are inserted as part of the plan:

- "To support An Post in the provision of new postal facilities and the

enhancement of existing facilities, including operational requirements, in the County.”·

- “To encourage and facilitate the provision of postal infrastructure at suitable locations in the County.”·
- “To promote the integration of appropriate post office facilities within new and existing communities that are appropriate to the size and scale of each settlement.”

Efficient operation of these facilities is central to the operation of the state’s postal service. In this regard, it is requested that a flexible approach should be provided for An Post facilities specifically in relation to car parking as well as deliveries and access. Furthermore, it is requested that prior to the preparation of any public realm plans, transport strategies or local area plans that An Post are consulted by Meath County Council as a stakeholder. The purposes of this is to ensure that the unique access arrangements that are required by An Post are maintained.

8. MH-C52-250 Rockmill Ltd.: This submission raises concerns in relation to the application of the 50% limit on the development of residential uses on Mixed Use (C1) and Town Centre (B1) lands. Whilst the submission welcomes the change from 30% to 50% maximum residential development on C1 lands, the issue with the current language used is that the approach could be interpreted as applying to a site or to an individual application/Development. It is submitted that this is an overly prescriptive approach and that each application or site should be considered on a case by case basis. As such there are two recommendations to modify this element of the proposed material amendments. The first seeks its removal entirely with the Planning authority providing a case by case approach and the latter involves the following wording being included *“Generally, a maximum of 50% of development in any C1 zone can comprise of residential development, please refer to Chapter 2 Core Strategy for further details”*

### Chief Executive Response

1. Please refer to response to Item No. 7 of the TII submission MH-C52-38
2. Please refer to response to Item No. 3 of the NTA submission MH-C52-296
3. In relation to the response on the 38 no. masterplans, please refer to response to Item No. 3 of the NTA submission MH-C52-296.

In relation to the matter of densities please refer to Item No. 9 of the OPR submission (MH-C52-293).

4. MH-C52-294 Rory Kunz: As per response to NTA Response No. 7 to the Draft CDP submission, residential parking standards should have regard to access to services, education, employment and public transport provision and where appropriate, parking constraints should be applied. It should be noted that, a part of Proposed Amendment Chapter 11.1, footnote 18 in Table 11.4 refers to Design Standards for New Apartments in relation to reduced car parking requirements for development adjacent to existing and future rail stations and minimum requirements in peripheral/ or less accessible urban locations.

With regard to car parking standards associated with dwellings, an additional

guidance note has been incorporated to provide for a reduction in car parking spaces in areas with good access to services and strong public transport links.

5. MH-C52-121 ESB: The Council acknowledge that the EU Energy Performance of Buildings Directive will shortly come into force. As highlighted by the ESB, the new Directive calls for an increase to 20% for the number of parking spaces with electric vehicle charging infrastructure. In anticipation of this new directive, the Chief Executive agrees that DM OBJ 94 and DM OBJ 95 should be updated to reflect the impending adoption of this directive.
6. MH-C52-216-Gillian Toole: The text stated in the submission above has been included within the 'Guidance Notes' for the White Land Zoning Category and therefore it is not considered necessary to restate same. It is also not considered appropriate to incorporate qualifying criteria into a zoning objective.
7. MH-C52-203 – An Post: The role of An Post as a semi-state body is recognised by Meath County Council and as such Meath County Council will support the improvement and development of An Post facilities in providing an improved service to the public, subject to normal planning considerations. In relation to the request to include An Post as a permissible use as part of all zoning categories, Meath County Council do not consider this appropriate or possible at this time as this would to be consistent with the provisions of Section 12 of the Planning and Development Act 2000, as amended.

As noted above, Meath County Council will continue to support to the role of An Post as a provider of a public service. It is not, however, considered appropriate to include any additional policies to support the role of An Post at this time.

In relation to car parking it is noted as part of the Guidance Notes related to Table 11.2 of the revised Development Chapter that, "In the case of any specific uses not listed in the above table, the Council will specify its requirements in relation to parking." Should An Post be of the view that the categories outlined as part of Table 11.2 do not adequately account for the operation of An Post's facilities then it is considered that an application could be considered under the guidance note above. It is considered that there are therefore sufficient provisions in the development plan in relation to parking and that An Post can raise these matter as part of an individual planning application.

In relation to delivery and access, Meath County Council are of the view that the projects undertake to date, such as public realm works and statutory planning documents, adequately account for the need for access and deliveries. Should An Post have any concern with any in particular project or plan, contact can be made with the relevant section in Meath County Council. As part of the preparation of any plan or project on behalf of the Local Authority, Meath County Council engage with statutory consultee's and typically engage with the public on projects through [consult.meath.ie](http://consult.meath.ie). It is intended that such an approach will be continued and it is advised that An Post monitor Meath County Council's website for public consultations should they have any concerns on a specific project.

8. MH-C52-250 – Rockmill Ltd.: In relation to this submission, Meath County Council do not consider that generally capping the maximum amount of residential development to 50% on C1 lands as being inappropriate. The purpose of this is to ensure that a balance of uses is provided and without the inclusion of this policy it is possible that planning permission could be granted outside of the control of Meath County Council for 100% development on sites that would not be suitable for this. Whilst the submission is concerned with the interpretation of 50% i.e. whether it applies to an individual site or development, it is noted that this will depend on the context of the site or area. This policy applies to all settlements throughout the planning hierarchy within County

Meath. Some sites will involve brownfield regeneration, development beside existing facilities or the development of greenfield lands. As such, it is considered that the existing wording, as well as the flexibility in potentially allowing more than 50% is adequately catered for in the existing policies and objectives. As such it is not considered appropriate to amend this element of Chapter 11.

### Chief Executive Recommendation

1. Please refer to response to Item No. 7 of the TII submission MH-C52-38
2. Please refer to response to Item No. 3 of the NTA submission MH-C52-296
3. Please refer to response to Item No. 3 of the NTA submission MH-C52-296 and Item No. 9 of the OPR submission (MH-C52-293).
4. It is recommended that the Plan be made with the proposed Material Amendment as displayed.
5. It is proposed to amend Chapter 11, Section 11.9.2, as follows:

#### **DM OBJ 94**

“All car parks shall include the provision of necessary wiring and ducting to be capable of accommodating future Electric Vehicle charging points, at a rate of ~~10%~~ - 20% of total space numbers.

#### **DM OBJ 95**

“In any car park in excess of 20 spaces where public access is available, ~~one~~ **four** fully functional charging point for Electric Vehicles shall be provided in accordance with IEC 61851 Standard for Electric Vehicle Conductive Charging Systems.

6. It is recommended that the Plan be made with the proposed Material Amendment as displayed.
7. It is recommended that the Plan be made with the proposed Material Amendment as displayed.
8. It is recommended that the Plan be made with the proposed Material Amendment as displayed.

