

# Meath County Development Plan

**2021-2027**

## **Climate Change Review of Proposed Material Amendments May 2021**



## Introduction

WSP has worked with Meath County Council over the past six years, helping the Council develop its strong climate strategy and integrating the aims of this strategy into this revision of the County Development Plan. WSP is the world's largest environmental consultancy and our work with Meath draws on similar work we've delivered with national and local authorities on climate action and resilience across Europe. We have worked with Meath County Council to align this local plan with those of the climate strategy. In most cases there is good alignment supporting the business and economic growth opportunities from climate leadership. Where there is less alignment, such as support for Dublin airport expansion, we have highlighted this as part of the plan development process.

*WSP UK Ltd. provides multidisciplinary professional consulting services. The Company offers design engineering and management consulting services to public and private sector clients. WSP UK serves property, transport, infrastructure, environment, energy, management, and industrial markets worldwide.*

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	SUBMISSION/ NOM/ (FTF) NOM NUMBERS	CHAPTER /SECTION	PROPOSED AMENDMENT		REVIEW AGAINST CLIMATE ACTION STRATEGY
<b>KEY STRATEGIC SUBMISSIONS</b>					
<b>Proposed Amendment Chapter 2.11</b>	Office of Planning Regulator MH-C5- 816 Observation 1	Vol.1 Section 2	Insert the following:  CS OBJ XX <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>		Supported - Supports the goals of the Climate Action Strategy
<b>Proposed Amendment Chapter 5.4</b>	Observation 3	Vol.1 Section 5.2 Statutory Context	Amend the following:  <b>Where relevant</b> , The manual must be implemented <del>taken into account</del> by all Planning Authorities when permitting or planning development.		No significant impacts apparent
<b>Proposed Amendment Chapter 3.8</b>	Recommendation 2	Vol.1 Section 3	Remove objective SH OBJ 22, SH OBJ 23, SH OBJ 24, SH OBJ 25, SH OBJ 26, SH OBJ 27 and insert new objective and update numbers of objective:  <b>SH OBJ XX</b> <b>To require that, where relevant, all new residential developments shall be in accordance with SSPR 1 to SSPR 4 of the Urban Development and Building Heights Guidelines for Planning Authorities, December 2018 as well as SSPR 1 to SSPR 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.</b>		Note climate change risks in relation to increased building height / density (heatwave increase, dry spell increase, extreme rainfall, flooding increase, windspeed/storm increase):
<b>Proposed Amendment Chapter 2.5</b>	Recommendation 3	Vol.1 Section 2.8.2	Amend the following:  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 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.</b>  <b>The consequent additional population for 2027 has been directed into Navan as this reflects the County Town and Key Town status of this settlement.</b>  Changes to Table 2.11 'Core Strategy Table as follows:  <ul style="list-style-type: none"> <li>- Accommodate additional population</li> <li>- Provide quantum of hectares for existing residential lands in each settlement</li> </ul>	Accepted – <i>‘with population figures to be reviewed on the publication of the 2022 census’</i> - Recommended by Rory McEntee	No impact from this statement per se, though note that additional people living in the county will likely result in more development. This should be done in a way which does not exacerbate climate impacts, nor resilience.

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			<ul style="list-style-type: none"> <li>- Provide quantum of hectares for mixed use lands in each settlement</li> <li>- Amend settlement hierarchy to clarify status of Duleek, Ballivor and Longwood</li> <li>- Amend the approach to Tier 6 settlements to provide a global figure in lieu of a figure for each tier 6 settlement.</li> </ul> <p>The amendments to this table shall be reflected across the different sections of the development plan as required.</p> <p>Refer to Appendix 5 attached: (Table 2.11)</p>		
<b>Proposed Amendment Chapter 2.6</b>		Vol.1 Section 2.10.4	<p>Amend the following:</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>		No significant impacts apparent
<b>Proposed Amendment Chapter 2.7</b>		Vol.1 Section 2.10.4	<p>Insert the following:</p> <p><b>It is noteworthy that the yield from mixed use developments over the 2013-2019 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.</b></p> <p>On foot of the above amended Table 2.11 and Section 2.8.2, further changes are required to the following sections:</p> <p>Vol. 1 Written Statement, Chapter 2- Core Strategy, Section 2.7</p> <p>Vol. 1 Written Statement, Chapter 2- Core Strategy, Section 2.8.1</p> <p>Vol. 1 Written Statement, Chapter 2- Core Strategy, Section 2.8.3</p> <p>Vol. 1 Written Statement, Chapter 2- Core Strategy, Section 2.9.5:</p> <p>Vol. 1 Written Statement, Chapter 2- Core Strategy, Section 2.9.6:</p>		No significant impacts apparent



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			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, were relevant		
<b>Proposed Amendment Chapter 2.8</b>		Vol.1 Section 2.14.2	Insert the following:  <b>SH OBJ XX</b> <b>To incorporate the relevant housing needs for 2027 into the Housing Strategy over the lifetime of the Development Plan.</b>		No significant impacts apparent
<b>Proposed Amendment Chapter 2.9</b>	Recommendation 5	Vol.1 Section 2.14.2	Amend the following:  <b>CS OBJ 7</b> To operate an Order of Priority for the release and development of residential lands with any lands identified as being ‘Post 2026’ <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. in settlements where ‘Post 2026’ lands have been identified.</b>		No significant impacts apparent
<b>Proposed Amendment Chapter 3.3</b>		Vol.1 Section 3.7	Amend the following:  <b>SH OBJ 4</b> To operate an Order of Priority for the release and development of residential lands with any lands identified as being ‘Post 2026’ <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>		No significant impacts apparent
<b>Proposed Amendment Chapter 2.2</b>	Recommendation 6	Vol.1 Section 2	Amend Table 2.3: Settlement Hierarchy for Meath as follows:  <b>Clonee</b> designated as a Rural Village as opposed to ‘Towns & 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  <i>Refer to Appendix 1 attached: (Table 2.3)</i>  <i>Other changes addressed by Recommendation 3 above and amended Table 2.11.</i>		No significant impacts apparent
<b>Proposed Amendment Chapter 2.3</b>		Vol.1 Section 2	Amend Map 2.3 Core Strategy Map as follows:  Amended to show the changes as per Table 2.3 detailed above  - Identification of Duleek on this map		No significant impacts apparent

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			<i>Refer to Appendix 2 attached: (Map 2.3)</i>		
<b>Proposed Amendment Chapter 3.1</b>		Vol.1 Section 3	<p>Amend Table 3.4 Meath Settlement Hierarchy as follows:</p> <p><b>Ballivor and Longwood</b> designated as a Small Town as opposed to Village in Tier 5</p> <p><b>Duleek</b> moves from Towns /Villages to a Self-sustaining Town</p> <p><i>Refer to Appendix 3 attached: (Table 3.4)</i></p>		No significant impacts apparent
<b>Proposed Volume 3 Amendment No. 1</b>		Vol.1 Section 3	<p>Amend Map 3.1 to reflect the changes required above i.e. changes to status of Duleek, Longwood, Ballivor and Clonee. Map 3.1 will also identify the rural nodes.</p> <p>Essentially this amendment will reflect the changes as per Table 2.3 detailed above as well as the inclusion of the rural nodes.</p> <p><i>Refer to Appendix 4 attached: (Map 3.1)</i></p>		No significant impacts apparent
<b>Proposed Amendment Chapter 3.2</b>		Vol.1 Section 3.4.9 and Section 3.4.10	<p>Amend the following:</p> <p>Section 3.4.10  <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><b>Section 3.4.9</b>  <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>		Local employment supports the goals of the Climate Action Strategy
<b>Proposed Amendment Chapter 3.4</b>	Observation 4 & 5	Vol.1 Section 3.7	<p>Update the following:</p> <p>SH OBJ 11  <del>To continue to support the 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>		Local employment supports the goals of the Climate Action Strategy
<b>Proposed Amendment Chapter 2.10</b>	Observation 6	Vol.1 Section 2.14.2	<p>Insert the following:</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</b></p>		No significant impacts apparent

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			<b>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>		
<b>Proposed Amendment Chapter 5.9</b>	Recommendation 12 and NOM Mike Bray and Fianna Fail	Vol.1 Section 5.7.1	<p>Update the following:</p> <p>MOV POL 5 To actively pursue in conjunction with Irish Rail the <del>implementation</del> <b>reappraisal</b> 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 <b>for the EMRA Region</b>. Update the following:</p> <p>MOV POL 6 To <del>promote, facilitate and advance the delivery</del> <b>support the reappraisal</b> of Phase II of the Navan railway line project and associated rail services in cooperation with other relevant agencies.</p>	<p>Revised as follows:</p> <p>.....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.</p> <p>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.</p> <p>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 other twelve 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</p>	<p>Supports the goals of the Climate Action Strategy, noting the following considerations:</p> <p>An increased prevalence of storms may lead to damage and/or closure to road and rail infrastructure, both within the County and in the surrounding areas. This may limit the accessibility of the County to tourists.</p>

				<p>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.</p> <p>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.</p> <p>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’.</p> <p>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</p>	
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				<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	
<b>Proposed Amendment Chapter 4.3</b>		Vol. 1, Section 4.7.2.2	<p>Update the following:</p> <p>ED OBJ 24 To <del>implement the extension</del> <b>support the reappraisal</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>	<p>Revised as follows;</p> <p>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>	Supports the goals of the Climate Action Strategy
<b>Proposed Amendment Chapter 5.10</b>		Vol.1 Section 5.7.1	<p>Update the following:</p> <p>MOV OBJ 3 (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</b></p>	Accepted	Supports the goals of the Climate Action Strategy

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			<p><b>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>		
<p><b>Proposed Ashbourne Amendment No. 1</b></p> <p><b>Proposed Amendment Chapter 3.5</b></p> <p><b>Proposed Amendment Chapter 4.4</b></p>	Observation 8	<p>Section 7</p> <p>Section 3.7</p> <p>Section 4.7.3.2</p>	<p>Amend the following:</p> <p>ASH OBJ 15  <del>To support the preparation of a feasibility study exploring the potential of rail connection to Dublin by means of a spur serving Ashbourne and Ratoath from the Navan-Dublin line.</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> <p><b>Delete:</b></p> <p><del><b>SH OBJ 12</b></del>  <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> <p><del><b>ED OBJ 39</b></del>  <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></p>		Supports the goals of the Climate Action Strategy
<p><b>Proposed Amendment Chapter 2.12</b></p> <p><b>Proposed South Drogheda Amendment No. 1</b></p> <p><b>Proposed Maynooth Amendment No. 1</b></p>	Observation 9	<p>Vol.1 Section 2</p> <p>Section 3</p>	<p>Strengthen the following objectives:</p> <p>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 Drogheda Boundary Review Committee published in February 2017.</p> <p>STH DRO OBJ 1  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 4.11 of the RSES for the Eastern and Midland Region and the recommendations set out in the Report</p>		No significant impacts apparent



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		<p>Section 2.14.2</p> <p>Vol 2. Maynooth Written Statement, Section 12</p>	<p>of the Drogheda Boundary 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 and Midland Region.</p> <p>MAY POL 1 To prepare, <b>as a priority</b>, in conjunction with Kildare County Council a joint Local Area Plan for Maynooth, over the period of the Plan.</p>		
<b>Proposed Bettystown/Laytown/Mornington/Donacarney Amendment No. 1</b>	Observation 10	All Sections	<p>Change recommended to Vol 1 and Vol 2 wherever necessary;</p> <p><del>Bettystown – Laytown – Mornington East – Donacarney – Mornington East</del> <b>Meath</b></p>	<p>Include each of the towns named.</p> <p>Bettystown - Laytown - Mornington East - Donacarney – Mornington (<b>East Meath</b>)</p>	No significant impacts apparent
<b>Proposed Ratoath Amendment No. 1</b>	Recommendation 14		No Change Recommended.	<p>Revised as follows;</p> <p><b>RATH OBJ 2 (Master Plan 1)</b> To support the provision of appropriate and sustainable employment, visitor and tourist facilities on lands zoned as <b>Tourism and White Land</b> in accordance with an approved Master Plan which shall be agreed with the Executive of the Planning Authority and shall accompany any planning application on the lands subject to the provision of necessary physical infrastructure. Any planning application made for development on these lands shall be accompanied by a Master Plan detailing development proposal for the full extent of the lands. This shall include details of the overall site and building layout for the lands, building height and design principles, landscaping, mix of uses for the site, traffic impact assessment and management proposals and service arrangements</p>	No significant impacts apparent
<b>Proposed Amendment Chapter 11.1</b>	Observation 12	Vol.1 Section 11.7.2	<p>Delete the following objectives and consolidate into a single objective as follows:</p> <p><del><b>DM OBJ 12</b></del> <del>To encourage a minimum density of 45 units/ha in the town centre of Regional Growth Centres and Key Towns and on lands in proximity to existing and future rail stations only on lands with an A2 residential land use zoning objective or as part of a mixed</del></p>		Higher density housing supports the goals of the climate change strategy as it reduces the land take needed to cater for new housing demand.

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			<p><del>use development on B1(Town Centre)/C1(Mixed Use) zoned lands. To encourage a density of up to 35 units per/ha elsewhere in these centres.</del></p> <p><b><del>DM OBJ 13</del></b>  <del>To encourage a density of 35 units/ha on town centre and edge of centre sites in Self Sustaining Growth Towns and Self Sustaining Towns on lands with an A2 residential land use zoning objective and on B1 (Town Centre)/C1(Mixed Use) zoned lands as part of a mixed use development.</del></p> <p><b><del>DM OBJ 14</del></b>  <del>In small towns a density of up to 25 units/ ha is generally considered appropriate only on lands with an A2 residential land use zoning objective.</del></p> <p><b><del>DM OBJ 15</del></b>  <del>In rural villages and rural nodes any development should take cognisance of the prevailing scale, pattern of development and services availability.</del></p> <p><b>DM OBJ XX</b>  <b>The following densities shall be encouraged when considering planning applications for residential development:</b> <ul style="list-style-type: none"> <li><b>Residential Development Beside Rail Stations: 50uph or above</b></li> <li><b>Regional Growth Centres: (Navan/Drogheda) - 35-45 uph</b></li> <li><b>Self-Sustaining Growth Towns: (Dunboyne, Ashbourne, Trim, Kells, Ratoath): greater than 35uph</b></li> <li><b>Self-Sustaining Towns: 25uph - 35uph</b></li> <li><b>Smaller Towns and Villages: 25uph - 35 uph</b></li> <li><b>Outer locations: 15uph – 25uph</b></li> </ul> <b>It should be noted that SPPR 1 of the Urban development and Building Heights Guidelines for Planning Authorities December 2018 shall be considered in the implementation of the above densities.</b></p>		
<p><b>Proposed Navan Amendment No 1</b></p> <p><b>Proposed Dunboyne/Clonee/Pace Amendment No. 1</b></p>		<p>Vol. 2, Navan Written Statement Section 2</p>	<p>Delete the following:</p> <p><del>NAV OBJ 2</del>  <del>To encourage a minimum density of 45 units/ha on centrally located new residential, town centre, or mixed use zoned lands and on lands in proximity to future rail stations.</del></p> <p><del>And</del></p> <p><del>DCE OBJ 2</del>  <del>To encourage a minimum density of 45 units/ha on centrally located new residential, town centre, or mixed use zoned lands and on lands in proximity to Dunboyne Rail Station.</del></p>		<p>No significant impacts apparent</p>

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<b>Proposed Amendment Chapter 11.1</b>	Recommendation 16	Vol.1 Section 11.7.15	<p>Delete the following:</p> <p><del>DM-Obj 61</del>  <del>Apartment development proposals shall also have regard to the following:</del>  <ul style="list-style-type: none"> <li><del>• A minimum of 33% of apartments in any apartment scheme shall be dual aspect; Any apartment scheme shall comply with the requirements of SPPR 4 of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities or any replacement guidelines issued by the DHPLG in relation to the requirements for a percentage of apartments to be dual aspect units.</del></li> <li><del>• A minimum floor to ceiling height of 2.7metres in apartment units, at ground floor level;</del></li> <li><del>• Private amenity space shall be provided, primarily accessible from the main living area of the apartment, generally in the form of balconies/terraces. Vertical privacy screens should be provided between adjoining balconies;</del></li> <li><del>• Communal amenity space shall be provided suitable for passive recreation;</del></li> <li><del>• For apartment schemes of 10 or more, the majority of all apartments in a proposed scheme shall exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10%.</del></li> </ul> </p>		No significant impacts apparent
<b>Proposed Amendment Chapter 2.1</b>		Section 2.4.2.4	<p>Change to Map 2.1 Policy Areas in the Eastern and Midland Region to include updated version produced by EMRA as follows:</p> <p><i>Refer to Appendix 6 attached: (Map 2.1)</i></p>		No significant impacts apparent
<b>Proposed Amendment Chapter 4.8</b>		Section 4.11.1	<p>Include the following policy:</p> <p><b>ED POL XX</b>  <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>		No significant impacts apparent
<b>Proposed Amendment Chapter 4.10</b>		Vol 1, Section 4.17	<p><i>Refer to Appendix 7 'Retail Hierarchy' attached: (Changes to Table 4.1) – Enfield changed from Level 3 to Level 4</i></p>		No significant impacts apparent
<b>Proposed Amendment Chapter 5.7</b>		Vol 1. Section 5	<p><b>MOV POL 1</b>  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>		No significant impacts apparent

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<b>Proposed Amendment Chapter 2.13</b>		Section 2.14.2	<p>Insert the following:</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>		No significant impacts apparent
<b>Proposed Amendment Chapter 4.11</b>	Department of Culture Heritage and the Gaeltacht (MH-C5-802)	Vol. 1 Section 4.26	<p>Amend the following:</p> <p>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 <b>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.</b> These facilities should avail of shared infrastructure and services where possible and will be designed to the highest architectural and design standards.</p>		Development should be climate resilient and ideally protect tourist sites from future climate impacts – such as increased risk of flooding of Trim Castle on the River Boyne.
<b>Proposed Amendment Chapter 4.14</b>		Vol. 1 Section 4.27	<p>Include the following:</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>		Query this relates to ED POL 56. Note development and improvement of tourist facilities at riverside locations (Trim Castle, Brú na Boinne etc) may be more vulnerable to future risk related to flooding and associated infrastructure damage of sites and facilities.
<b>Proposed Amendment Chapter 7.6</b>		Vol. 1, Section 7.7.9, pg. 255	<p>Insert reference as footnote (SOC POL 46) -. <b>Guidance for the Care, Conservation and Recording of Historic Graveyards (2011)</b></p>		No significant impacts apparent
<b>Proposed Amendment Chapter 8.3</b>		Vol.1, Section 8.6	<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> and replace with the following text:  <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</b></li> </ul>		No significant impacts apparent

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			<p><b>which are in the ownership or guardianship of the Minister for Culture, Heritage and the Gaeltacht or a local authority;</b></p> <ul style="list-style-type: none"> <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>Proposed Amendment Chapter 8.4</b>		Vol.1, Section 8.6	<p>Amend as follows:</p> <p>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></p>		No significant impacts apparent
<b>Proposed Amendment Chapter 8.2</b>		Section 8.6	<p>Amend the following:</p> <p>‘Archaeology is the <b>systematic</b> study of <b>past</b> human societies...’</p> <p>HER POL 4 Replace ‘...<del>by a licensed archaeologist</del>’ with the following: <b>...by a suitably qualified archaeologist.</b></p>		No significant impacts apparent
<b>Proposed Amendment Chapter 8.9</b>		Section 8.11	<p>Amend the following:</p> <p>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.</b></p>		Supports the goals of the Climate Action Strategy
<b>Proposed Amendment Chapter 11.1</b>		Section 11.3	Add’ <b>The National Biodiversity Action Plan 2017-2021</b> ’ to the policy context		No significant impacts apparent
<b>Proposed Amendment Chapter 11.1</b>			<p>Amend as follows:</p> <p>DM POL 11: To consider the retention of field boundaries <del>where such boundaries are of</del> for their ecological/habitat significance, as demonstrated by a suitably qualified professional. <b>Where removal of a hedgerow, stone wall or other distinctive boundary treatment is unavoidable, mitigation by provision of the same boundary type will be required.</b></p>		Supports the goals of the Climate Action Strategy
<b>Proposed Amendment Chapter 11.1</b>		Section 11.10.5 Anaerobic Digester	Include <b>Air Pollution</b> as a key consideration for Anaerobic Digestors.		Supports the goals of the Climate Action Strategy (R1.4)
<b>Proposed Amendment Chapter 5.1</b>	Dept. of Transport and Sport MH-C5-624	Vol. 1, Section 5.3, Pg.148	<p>Delete the following and replace as follows:</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</del></p>		<p>A significant roads investment programme in the short and medium term will work against the goals of the Climate Action Strategy, increasing road travel which today is largely by fossil fuelled vehicles.</p> <p>Consider how will these significant developments can support zero emission travel</p>

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			<p><del>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: <b>National Development Plan 2018-2027 (NDP)</b>  <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>		and also to accelerate action on climate change?
<b>Proposed Amendment Chapter 5.3</b>		Section 5.3, Pg. 149	<p>Delate the following and replace as follows:</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 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. 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>		<p>The goal of sustainable mobility Supports the goals of the Climate Action Strategy</p> <p>Suggest also reference ch 9 of National Strategic Outcomes as follows.</p> <p><i>“Such as enhanced regional accessibility, sustainable mobility <b>and the need to accelerate action on climate change</b>”</i></p>
<b>Proposed Amendment Chapter 5.6</b>	National Transport Authority (MH-C5-823)	Section 5.5, pg. 154	<p>Update the following:</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</p>		No significant impacts apparent



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			Urban Plan), Ashbourne, Navan, Ratoath, other settlements where Appropriate, <b>having regard to the Area Based Transport Assessment Guidance Notes (2019).</b>		
<b>Proposed Amendment Chapter 11.1</b>		Section 11.11.1	Include in the following text in Table 11.4:  Guidance Notes to include the following text: <b>Residential Car Parking provision can be reduced at the discretion of the Council, where such development is proposed in areas with good access to services and strong public transport links.</b>		Supports the goals of the Climate Action Strategy. Also consider reference to incentives; parking permits, reduced charges based on vehicle emissions, change in parking space allocation to car club / electric vehicles
<b>Proposed Amendment Chapter 11.1</b>		Section 11.11.3 Cycling Parking	Amend the following Objective:  <del>DM OBJ 170: Secure cycle parking facilities shall be provided in new office, residential apartment development, retail and employment generating developments. Such facilities shall be within 25 metres for short term parking, (shops) and 50 metres for long term parking (school, college, and office). The number of stands required will be a third of the number of car spaces required for the development, subject to a minimum of one stand.</del> <b>To establish and implement Cycle Parking Standards for new developments in the County.</b>  Amend Chapter 11, Section 11.11.3 as follows: <b>DM OBJ 168: To require the provision of cycle parking facilities in accordance with the Design Standards for New Apartments (March 2018) and Table 11.6 Cycle Parking Standards.</b>		Consider reference to e-bikes and associated infrastructure; electric charging points at appropriate locations
<b>Proposed Amendment Chapter 5.13</b>		Section 5.7.3	Amend the following policy:  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, or which cause increased car travel distances, at appropriate locations within the County.		Supports the goals of the Climate Action Strategy
<b>Proposed Amendment Chapter 5.11</b>		Section 5.7.2	Amend the following objective:  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 <del>–and require that proposals for new transport infrastructure are subject to an Accessibility Audit.</del>		Supports the goals of the Climate Action Strategy
<b>Proposed Amendment Chapter 11.1</b>		Section 11.11.1	Guidance notes as follows: Accessible car parking spaces shall <del>generally</del> be provided at a <b>minimum</b> rate of 5% of the total number of spaces, for developments requiring more than 10 car parking spaces, with the minimum provision being one space (unless the nature of the development requires otherwise). Such spaces shall be proximate to the entry points of buildings and comply with the requirements of the Building Regulations.		No significant impacts apparent

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<b>Proposed Amendment Chapter 5.26</b>	Transport Infrastructure Ireland MH-C5- 112	Vol.1 Section 5.9.2	Amend the following:  MOV POL 28: 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>		Supports the goals of the Climate Action Strategy
<b>Proposed Amendment Chapter 5.25</b>		Vol.1, Section 5.9.2	Changes to Table 5.1 Proposed Road Schemes as follows:  (add <b>Virginia Bypass, M3 Junction 4 Clonee</b> relabelled to ‘ <b>N3 Clonee to M50</b> ’  <i>Refer to Appendix 8 attached: (Table 5.1)</i>		No significant impacts apparent
<b>Proposed Amendment Chapter 5.20</b>  <b>Proposed Slane Amendment No. 1</b>		Vol. 1 Section 5.8.1, Vol 2 Section 5	Amend the following objectives:  MOV OBJ 29/ SLN OBJ 7: To support and facilitate the delivery of the bypassing of Slane, which is considered to comprise essential 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>		No significant impacts apparent
<b>Proposed Amendment Chapter 5.18</b>		Section 5.8	Amend the following objectives:  <del>MOV POL 23 – To support the 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.  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.		No significant impacts apparent

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			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 upgrades 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>		
<b>Proposed Amendment Chapter 5.20</b>  <b>Proposed Amendment Chapter 5.21</b>  <b>Proposed Amendment Chapter 5.22</b>  <b>Proposed Amendment Chapter 6.1</b>  <b>Proposed Amendment Chapter 8.8</b>  <b>Proposed Amendment Chapter 4.16</b>		Vol.1, Section 5, Section 6, Section 8	<p>Amend MOV OBJ 36, MOV OBJ 43, MOV OBJ 47, MOV OBJ 49, MOV POL 33, INF OBJ 5, INF OBJ 24, INF OBJ 29, HER POL 25 and ED OB 74 to remove the following text in the above objectives: ‘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>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 <b>the development has been subject to the outcome of the Appropriate Assessment process</b> and an <del>appropriate level of assessment has been</del> 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</del> <b>so that its integrity, authenticity and significance are not adversely affected by inappropriate development or change.</b></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>		No significant impacts apparent
<b>Proposed Amendment Chapter 5.12</b>		Section 5.7.2	<p>Amend the following:</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>		Can this be further enhanced to support sustainable mobility management plans for trip intensive developments?

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<b>Proposed Amendment Chapter 5.26</b>		Section 5.9.25.9.2	<p>Amend the following:</p> <p>MOV POL 28: To promote the carrying out of Road Safety Audits and Road Safety Impact Assessments 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.<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>		No significant impacts apparent
<b>Proposed Amendment Chapter 11.1</b>		Vol. 1, Chapter 11	<p>Amend the following:</p> <p>Traffic and Transport Assessment (TTA), <del>and</del> Road Safety Audits (RSA) <b>and Road Safety Impact Assessments</b> are required to accompany planning applications for major developments with significant potential to generate traffic and or which could create <del>have</del> a significant <b>hazard or safety performance</b> impact on a major road, particularly national roads. When preparing the TTA’s regard should be had to the provision of the NRA’s <b>‘Design Manual for Urban Roads and Streets</b> <del>Design Manual for Roads and Bridges</del>’ and the ‘Traffic Management Guidelines, 2012’. Where a Transport and Traffic Assessment identifies necessary on and off-site improvements for the development to be able to proceed, the developer will be required to fund the improvements by entering into a formal agreement with the Council.</p>		No significant impacts apparent
<b>Proposed Amendment Chapter 11.1</b>		Vol. 1, Section 11	<p>Amend the following:</p> <p>DM OBJ 177: ‘Advertisement structures will not be permitted where they give rise to a potential traffic hazard. <del>In general,</del><b>In accordance with the Spatial Planning and National Roads and the Guidelines on the provision of Tourism and Leisure Signage on National Roads (2011),</b> advertisement structures will not be permitted at roundabouts, at traffic signalised junctions, at locations where they obstruct sight lines, compete with other traffic signs, give rise to confusion for road users or endanger traffic safety.</p>		No significant impacts apparent
<b>Proposed Amendment Chapter 5.34</b>		Vol.1, Section 5.12	<p>Amend the following:</p> <p>MOV OBJ 62: To <del>avoid locating</del> <b>ensure that</b> residential development <b>and other noise sensitive land uses</b> in areas likely to be affected by inappropriate levels of noise. <del>inappropriate to residential use is avoided.</del></p>		No significant impacts apparent
<b>Proposed Amendment Chapter 5.29</b>		Vol. 1, Section 5.9.2	<p>Amend the following:</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</del></p>		No significant impacts apparent

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			<del>High Quality Dual Carriageways</del> in the assessment of proposals for such developments.		
<b>Proposed Amendment Chapter 5.33</b>		Vol. 1 Section 5.11	Amend the following:  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.		No significant impacts apparent
<b>Proposed Amendment Chapter 11.1</b>		Vol. 1, Section 11.8.1.4	Proposals for new and extended service stations will be carefully considered and will not generally be encouraged within the core retail area of urban centres or in rural areas outside of villages and rural nodes.  <b>The Council supports the development of on-line motorway service facilities in appropriate locations in accordance with the guidance set out in the Spatial Planning and National Roads Guidelines for Planning Authorities, DECLG (2012).</b>  Amend DM OBJ 102 to include the following bullet point: <ul style="list-style-type: none"> <li><b>the provision of HGV facilities, where appropriate.</b></li> </ul>		No significant impacts apparent
<b>Proposed Amendment Chapter 5.28</b>		Section 5.9.2	Include the following objective and renumber objectives as follows:  <b>MOV OBJ 38: The capacity and efficiency of the national road network drainage systems in County Meath will be safeguarded for national road drainage purposes, save in exceptional circumstances.</b>		No significant impacts apparent
<b>Proposed Amendment Chapter 11.1</b>		Section 11.12.1	Amend as follows: To require that any pre-application discussion and/or planning application proposal for solar farm <b>development includes a Glint and Glare Assessment and</b> sets out how the project complies with DM OBJ 146 above.		No significant impacts apparent
<b>Proposed South Drogheda Amendment No. 2</b>		Section 4.0	Include the following objective:  <b>STH DRO OBJ 3: To support the preparation a Local Transport Plans for Drogheda, in conjunction with Louth County Council and in consultation with the National Transport Authority and other relevant stakeholders.</b>		Suggest that this Plan is a sustainable local transport plan – supporting delivery of national goals to reduce greenhouse gas emissions from transport.

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AMENDMENT NO.	SUBMISSION/ NOM/ (FTF) NOM NUMBERS	CHAPTER /SECTION	PROPOSED AMENDMENT		REVIEW AGAINST CLIMATE ACTION STRATEGY
<b>GROUPED SUBMISSIONS</b>					
<b>Proposed Amendment Chapter 9.1</b>	NOM 50 – Cllr. Brian Fitzgerald  Grouped Themed Submission No. 1 - <b>Rural Housing Policy,</b>	Chapter 9 Section 9.5.3	Retain Chapter 9 Rural Development Strategy of the Draft Plan and restructure chapter to clarify the spirit of the rural development Strategy. Refer to Appendix 11 (Draft Rural Chapter) and Appendix 12 (Current Chapter 10 – Rural Development)	<p>Proposal to retain simplified version of Chapter 9 of Draft Plan rejected on foot of NOM 50.</p> <p>Revised proposal by Elected Members to retain the existing Rural Development Chapter of the 2013-2019 CDP but include the Rural Nodes proposed as per Section 9.5.4 in Appendix 11, and in the Book of Maps in the Draft Meath County Plan 2021-2027. This will replace Section 10.6 on Graigs of Appendix 12. Refer to Appendix 11 (Draft Rural Chapter) and Appendix 12 (Current Chapter 10 – Rural Development).</p> <p>The Node map for Yellow Furze did not go on public display as part of the draft Plan and will now be placed on public display as a material amendment (see appendix 13).</p> <p>Maps to be included associated with the existing CDP Chapter 10 Rural Development</p> <p><b>Maps to be included as part of the material alterations</b></p> <ul style="list-style-type: none"> <li>• Rural Area Types Development Pressure 10.1</li> <li>• Tree Preservation Order's (TPO) 10.2</li> <li>• GSI Aggregates Potential Map 10.3</li> <li>• GSI Granular Aggregates Potential Map 10.4</li> <li>• Gaeltacht Areas Rathcairn &amp; Gibbstown 10.5</li> <li>• Management of Future Access to Strategic Corridors 10.6</li> </ul> <p>Above maps are Available via following link;</p> <p><a href="https://countydevelopmentplan.meath.ie/adoptedplan/">https://countydevelopmentplan.meath.ie/adoptedplan/</a></p> <p>(Retain <b>Map 9.3.1 Notable Trees and Woodlands</b> from the Draft Plan as this map is linked to Chapter 8 Cultural &amp; Natural Heritage Strategy' (This map has been amended as per NOM 36)</p> <ul style="list-style-type: none"> <li>• <b>Map 9.3.1 Notable Trees and Woodlands</b></li> </ul> <p><b>Maps to be removed</b> (superceded) consequent to the members decision to retain the existing Chapter 10 (with exception of the Graig Policy)</p> <p>Maps</p> <ul style="list-style-type: none"> <li>• <del>Map no. 9.1 Rural Area Types Development Pressure</del></li> <li>• <del>Map 9.2 Management of Future Access to Strategic Corridors</del></li> <li>• <del>Map 9.3 Tree Preservation Orders</del></li> <li>• <del>Map 9.4 Gaeltacht Areas</del></li> </ul>	No significant impacts apparent



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<b>Proposed Ashbourne Amendment No. 4</b>	Grouped Themed Submission No. 4 - <b>Millbourne Housing Estate-Ashbourne-Open Space</b>	Volume 3 Book of Maps.	<p>Amend Ashbourne Settlement Maps -Map 1 (a) and Map (1b)</p> <p>Rezone lands in Millbourne Estate from A1 'Existing Residential' to F1 'Open Space'</p>  <p>Proposed amended zoning from A1 to F1</p>	No significant impacts apparent
<b>Proposed Amendment Chapter 10.1</b>	Grouped Themed Submission no. 9- <b>Miscellaneous Issues</b>		<p>Amend Section 10.4 Policy Context to insert the following text:</p> <p><b>Meath Climate Action Strategy</b>  <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>	<p>Supports the goals of the Climate Action Strategy</p> <p>Consider reference to “our targets go beyond this period and it is important to note that this climate change action plan will require updating in line with the next County Development Plan”</p>
<b>Proposed Amendment Chapter 10.2</b>			<p>Amend Section 10.4 Policy Context to insert the following text:</p> <p><b>Climate Action Plan 2019 To Tackle Climate Breakdown.</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. 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 decarbonisation objectives.</p>	Supports the goals of the Climate Action Strategy
<b>Proposed Amendment Chapter 10.6</b>	Grouped Themed Submission no. 9- <b>Miscellaneous Issues</b>		Delete INF POL 19, 20, 24, 25, 27, 29 & 30 and associated text from Section 10.6.2 of the Draft	No significant impacts apparent

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			Plan and relocate to Section 10.6.3. on Water Resource Management.		
<b>Proposed Amendment Chapter 5.32</b>	Grouped Themed Submission no. 9- <b>Miscellaneous Issues</b>		Amend MOV OBJ 55 as follows: To ensure that any transport maintenance and improvement strategies <del>consider</del> <b>ensure</b> future climates are <del>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>		No significant impacts apparent

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AMENDMENT NO.	SUBMISSION/ NOM/ (FTF) NOM NUMBERS	CHAPTER /SECTION	PROPOSED AMENDMENT		REVIEW AGAINST CLIMATE ACTION STRATEGY
<b>CHAPTER 2 CORE STRATEGY</b>					
<b>Proposed Amendment Chapter 2.14</b>	Tom Phillips & Associates on behalf of Frank Cosgrove MH-C5- 629	Vol. 1, Chapter 2 Core Strategy, Section 2.14.2, CS OBJ 3:	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>		No significant impacts apparent
<b>Proposed Amendment Chapter 11.1</b>	Loughglynn Developments Ltd./Hora Homes MH-C5-669	Vol. 1, Chapter 11, Section 11.7.10, DM OBJ 42	DM OBJ 42 To require that boundaries between the rear of existing and proposed dwellings shall be a minimum of 1.8 metres high and shall be constructed as capped, rendered concrete block or brick walls, to ensure privacy, security and permanency. <del>Alternative solutions will not be considered.</del> <b>Alternative durable materials will be considered.</b>		No significant impacts apparent
<b>Proposed Amendment Chapter 11.1</b>		Vol. 1, Chapter 11, Section 11.7.9.1, DM OBJ 36	<del>DM OBJ 36 In all residential development applications where the future population will exceed 1000 persons, open space in addition to the 15% requirement set out at DM OBJ 34 shall be provided at a minimum rate of 3.2 hectares (8.0 acres) per 1000 population in accordance with Table 11.1. All such residential development proposals shall be accompanied by a statement setting out how the scheme complies with the requirements set out in Table 11.1.</del>  All objective numbers to be updated on foot of the above changes.		No significant impacts apparent
<b>Proposed Amendment Chapter 11.1</b>	An Taisce MH-C5- 714	Vol. 1, Chapter 11, Section 11.6:	<b>11.6.4 Trees and Hedgerows</b> <b>Trees and Hedgerows are an important consideration with all developments and it is considered that the retention of trees and hedgerows should be considered as part of any relevant planning application</b> <b>Please refer to Section 9.8 Tree and Hedgerow Preservation for further details.</b>  <b>DM OBJ XX</b> <b>Existing trees and hedgerows of biodiversity and/or amenity value shall be retained, where possible.</b>		No significant impacts apparent

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<b>Proposed Amendment Chapter 11.1</b>		Vol. 1, Chapter 11, Section 11.8.2:	Delete DM OBJ 116;  <del>DM OBJ 116</del> Existing trees and hedgerows of biodiversity and/or amenity value shall be retained, where possible.  All objective numbers to be updated on foot of the above changes.		No significant impacts apparent
<b>Proposed Amendment Chapter 5.27</b>	Louth County Council MH-C5-772	Vol. 1, Chapter 5, Section 5.9.2	Incorporate objective after MOV OBJ 48 as follows:  <b>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.”</b>		No significant impacts apparent
<b>Proposed Amendment Chapter 3.6</b>	(FTF) NOM 82 Cllr Fox		Proposed objective for serviced sites for Tier 5 and Tier 6  <b>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>	Revised as follows:	No significant impacts apparent
<b>CHAPTER 3 SETTLEMENT AND HOUSING STRATEGY</b>					
<b>Proposed Amendment Chapter 3.7</b>	MH-C5-409 Enfield Development Group	Vol. 1, Chapter 3 Settlement and Housing Strategy, SH OBJ 5	Amend 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, <b>Enfield</b> , Bettystown-Laytown-Mornington East-Donacarney-Mornington, Oldcastle, Athboy, Duleek, and Stamullen.		No significant impacts apparent
<b>Proposed Enfield Amendment No. 3</b>		Vol. 2, Chapter 5.0 Land Use Strategy, Section 5.1 Settlement and Housing:	Amend as follows:  The Core Strategy (Table 2.11) of the County Development Plan provides a housing allocation of 474 units to Enfield over the <del>2019—2028</del> <b>2020-2027</b> period.		No significant impacts apparent
<b>Proposed Amendment Chapter 11.1</b>	<i>NOM 13 – Ronan Moore</i>		Change Recommended – Vol 1, Chapter 11, Section 11.5.13 (As per the revised Chapter 11 provided as Appendix G to the Chief Executive’s report):  DM OBJ XX <b>To encourage the use of measures specifically designed to enhance wildlife in residential</b>		No significant impacts apparent

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			schemes such as gaps/holes should be considered and incorporated into boundary treatments to allow for passage of all wildlife including hedgehogs, bat boxes and swift bricks/boxes.		
<b>CHAPTER 4 ECONOMIC DEVELOPMENT STRATEGY</b>					
<b>Proposed Amendment Chapter 4.15</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 Mission to China (Incorporated)</p>	Chapter 4, Section 4.28.3	<p>Include a new policy in Chapter 4, Section 4.28.3, as follows:</p> <p><b>ED POL XX</b> To promote the historic demesne at Killeen Castle Estate as a high quality integrated tourism product of National significance bearing in mind the unique historic, 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.</p> <p>The following objective shall be included within Chapter 4, Section 4.28.3, as follows: Obj. XX</p> <p>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.</p>		<p>Subject to acceptable flood risk assessment – noting the Park’s location adjacent to the Boyne and Skane rivers</p>
<b>Proposed Amendment Chapter 4.1</b>	<p>MH-C5-375 Drogheda Port Company</p> <p>NOM 17 Cllr Paddy Meade</p>		<p>Identify the Port location as being in Co. Meath.</p>	<p>Amend the following:</p> <p><b>ED POL XX</b> To support and protect the role of Drogheda Port as a port of regional significance <b>in Meath</b>, including facilitating the relocation of Drogheda Port subject to a</p>	<p>Consider reference to sufficient defences required for coastal erosion (sea level rise of 3.4mm a year (±0.4mm))</p>

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				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>Proposed Amendment Chapter 4.6</b>	MH-C5-272 Navan & District Angling Association MH C5-453 Boyne Catchment Angling Association MH-C5-556 Kells Anglers	Vol. 1, Chapter 4, Economic and Employment, Section 4.11.1 Rural Enterprise	Include new Policy:  <b>ED POL XX</b> <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>		No significant impacts apparent
<b>Proposed Amendment Chapter 4.2</b>	Love Drogheda BID CLG MH-C5-631	Vol 1, Chapter 4, Economy and Employment Chapter, Section 4.7.2.2 Regional Growth Centre – Drogheda, ED OBJ 22:	Amend as follows:  ED OBJ 22 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 East Meath stretching from Mornington to Gormonston whilst ensuring the environmental protection of sensitive and protected coastal habitats and landscape.		Consider reference to high level risk of loss and damage to coastal habitats and landscape arising as a result of increased flooding, storm surges and sea level rise (NR3)
<b>Proposed Amendment Chapter 4.12</b>	Fáilte Ireland MH -C5-746	Vol. 1, Chapter 4, Economy and Employment Chapter, Section 4.26	Include the following text:  <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. The AVEDP seeks to capture these projects within one plan and maximise their potential over the next five years. In the development</b>		No significant impacts apparent



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			<p>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 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.</p>		
<p><b>Proposed Amendment Chapter 4.14</b></p>		<p>Vol. 1 Written statement, Chapter 4, ED POL 47 and ED OBJ 73:</p>	<p>Amend 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>		<p>No significant impacts apparent</p>
<p><b>Proposed Amendment Chapter 4.7</b></p>	<p>MH-C5-1016 Hibernia Steel Products Ltd</p> <p>MH-C5-901 N2 Auto Salvage Ltd</p>	<p>Vol. 1, Chapter 4, Economic and Employment, Section 4.11.1:</p>	<p>Include the following additional Policy:</p> <p><b>ED POL XX</b>  <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</b></p>		<p>No significant impacts apparent</p>

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			roads. This policy shall not apply to the National Road Network.		
<b>CHAPTER 5 MOVEMENT</b>					
<b>Proposed Amendment Chapter 5.30</b>	NOM 21, Aisling Dempsey	Section 5.9.3	Insert new objective under Section 5.9.3 on Section 48 and 49 Levies:  <b>MOV OBJ XX: Where inductive road proposals are shown on the edge of a settlement boundary, they shall be considered to be included within the development boundary.</b>		No significant impacts apparent
<b>Proposed Amendment Chapter 5.15</b>	NOM 22, Cllr. Francis Deane	Vol.1, Chapter 5	To include the following objective:  <b>‘To ensure the design for cycle infrastructure for all relevant developments shall be carried out in accordance with the NTA Cycle Manual.’</b>		Supports the goals of the Climate Action Strategy
<b>Proposed Amendment Chapter 5.16</b>	(FTF) NOM 2 Cllr. Bray	Vol.1, Chapter 5	Insert the following objective:  <b>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>		Supports the goals of the Climate Action Strategy
<b>Proposed Amendment Chapter 5.5</b>	(FTF) NOM 5 Cllr Mike Bray	Vol.1, Chapter 5	Insert the following objective:  <b>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>		No significant impacts apparent
<b>Proposed Amendment Chapter 5.20</b>  <b>Proposed Slane Amendment No. 1</b>	(FTF) NOM 4 Cllr Wayne Harding		Propose additional wording to be included into Chapter 5 and the Slane Written Statement to indicate that the proposed bypass is intended to be routed to the east of the village.	Amend the following text in the Slane Written Statement –  To support and facilitate the delivery of an <b>N2 Bypass to the east of <del>for</del> Slane Village</b> 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.  To support and facilitate the delivery of the bypassing of Slane <b>to the east of the Village</b> , which is considered to comprise essential infrastructural development and to construct same subject to obtaining the relevant development consents required to reserve and protect the <b>established</b> route option <del>corridors</del> from	The delivery of additional road infrastructure is likely to work against the goals of the Climate Action Strategy (while recognising the opportunity and welfare to reduce traffic volumes in Slane).

				development which would interfere with the provision of the project.																									
<b>Proposed Amendment Chapter 5.8</b>	NOM 23 Cllr Francis Deane,  Submission MH-C5-816 Recommendation 1	Vol.1 Chapter 5	<p>Insert the following Section into Vol.1 Chapter 5 Movement Strategy of the Draft Plan:</p> <p><b>Modal Changes</b> <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> <table><tr><td>Highest levels for Walking:</td><td>Kells/Ratoath 19%</td></tr><tr><td>Highest levels for Cycling:</td><td>Maynooth 3%</td></tr><tr><td>Highest levels of Bus Use:</td><td>Duleek 20%</td></tr><tr><td>Highest levels of Rail Use:</td><td>Maynooth 12%</td></tr><tr><td>Highest levels of Car Use:</td><td>Kilcock 74%</td></tr><tr><td>Highest Combined Public Transport:</td><td>Laytown 26%</td></tr></table> <p><b>Conversely, the following statistics were also observed:</b></p> <table><tr><td>Lowest Walking:</td><td>Maynooth 2%</td></tr><tr><td>Lowest Cycling:</td><td>Kilcock 0%</td></tr><tr><td>Lowest Bus:</td><td>Maynooth 6%</td></tr><tr><td>Lowest Rail:</td><td>Ashbourne/Kells/Navan 0%</td></tr><tr><td>Lowest Car Usage:</td><td>Dunboyne/Enfield 59%</td></tr><tr><td>Lowest Combined PT:</td><td>Navan 11%</td></tr></table>	Highest levels for Walking:	Kells/Ratoath 19%	Highest levels for Cycling:	Maynooth 3%	Highest levels of Bus Use:	Duleek 20%	Highest levels of Rail Use:	Maynooth 12%	Highest levels of Car Use:	Kilcock 74%	Highest Combined Public Transport:	Laytown 26%	Lowest Walking:	Maynooth 2%	Lowest Cycling:	Kilcock 0%	Lowest Bus:	Maynooth 6%	Lowest Rail:	Ashbourne/Kells/Navan 0%	Lowest Car Usage:	Dunboyne/Enfield 59%	Lowest Combined PT:	Navan 11%	Accepted	<p>Supports the goals of the Climate Action Strategy; modal shift to public transport, cycling or walking will contribute to improved local air quality and reduced congestion (M2, M4, M5, P2, P5, P6)</p> <p>Suggest the targets for modal shift are ambitious recognising the importance of active travel to deliver Ireland’s climate change targets.</p>
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			<p>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 MCC 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 been taken for this study.</p> <p>Incorporate the following targets into the relevant Written Statements (Settlements) of Volume 2 of the Draft Plan.</p> <p>See <i>Appendix 9</i> for further details.</p>		
<p><b>Proposed Amendment Chapter 5.14</b></p>	<p>(FTF) NOM 15 – Revision to original NOM 24 Cllr Ronan Moore</p>		<p>To include objective: ‘to support decarbonisation in the transport sector by facilitating initiatives that promote the use of clean generated electricity biogas, hydrogen and other non-fossil fuels for private and public transportation, and provide clean energy and lower carbon fuelling and electric vehicle charging stations and infrastructure at appropriate locations including consideration of electric, hydrogen, compressed natural gas (CNG)/biogas.’.</p> <div></div>	<p>Amend the following:</p> <p><b>5.1.1 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 carbon intensive 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 batter battery life and longer travel range as well as the development of alternative methods to fuel the transport sector. In this regard, the Council will also support non-EV alternative clean</b></p>	<p>Supports the goals of the Climate Action Strategy (M1, M3, P7)</p> <p>The focus in this section is especially on cars and vans. Should the strategy also cover alternative fuelled trucks and HGVs? Will the council support provision of things such as catenary networks on main roads, as Sweden is installing, for eg?</p>

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				<p><b>fuel sources as these technologies develop and subject to proper and sustainable planning considerations.</b></p> <p>It is a policy of the Council:</p> <p>MOV POL 16 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>	
<b>Proposed Amendment Chapter 5.2</b>	MH-C5-46 Cavan County Council	Section 5.3, pg. 348	<p>Include the following text:</p> <p>A number of sections of the national road network will be progressed through pre-appraisal and early planning during 2018 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 the Bettystown/Laytown Spine Road is included.</p>		The delivery of additional road infrastructure is likely to work against the goals of the Climate Action Strategy (while recognising the opportunity and welfare to reduce traffic volumes in Virginia).
<b>Proposed Amendment Chapter 5.17</b>		Section 5.8	<p>Insert the following text:</p> <p><b>5.8.4 N3 Corridor</b>  <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</b></p>		<p>The delivery of additional road infrastructure is likely to work against the goals of the Climate Action Strategy (while recognising the opportunity and welfare to reduce traffic volumes in Slane).</p> <p>Can the council support the sustainable development of this infrastructure and especially that the infrastructure is not principally used by high carbon emission transport sources?</p>

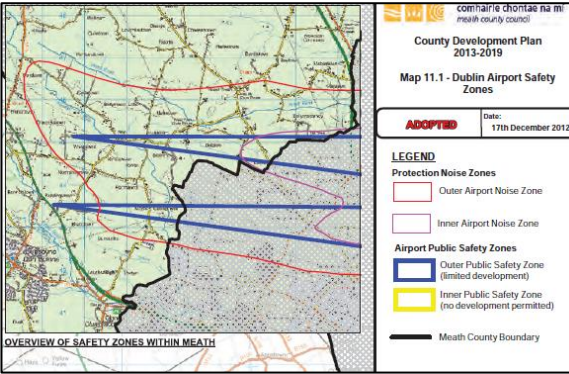
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			<b>works will be supported and facilitated by the Council in conjunction with Cavan County Council, TII and the Department of Transport, Tourism and Sport.</b>		
<b>Proposed Amendment Chapter 5.24</b>		Section 5.9.2	<p>To include the following objective and renumber objectives:</p> <p><b>MOV OBJ 49: To work in conjunction with Cavan County Council in the planning and delivery of the N3 Virginia Bypass Scheme located within the administrative area of Meath County Council. This project will subject to the outcome of the Appropriate Assessment process.</b></p>		The delivery of additional road infrastructure is likely to work against the goals of the Climate Action Strategy (while recognising the opportunity and welfare to reduce traffic volumes in Virginia).
<b>Proposed Amendment Chapter 5.35</b>	<p>(FTF) NOM 6 Cllrs Maria Murphy &amp; Alan Tobin</p> <p>MH-C5-826 Dublin Airport Authority</p>	Section 5.12	<p>Amend as follows:</p> <p><del>MOV OBJ 60: To strictly control inappropriate development and require noise insulation where appropriate within the Outer Noise Zone B and Noise Zone C and where necessary in Assessment Zone D, and actively resist new provision for residential development and other noise sensitive uses within the Inner Noise Zone A, as shown on Map 5.4.1 and 5.4.2.</del></p> <p><del>2) To ensure that under no circumstances shall any dwelling be permitted within the 69 dB LAeq 16 predicted ≥ 63 dB LAeq, 16hr and/or ≥ 55 dB Lnight hours noise contour.</del></p> <p><del>3) To require that comprehensive noise insulation is installed for any house permitted within Noise Zone B or C. 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'</del></p> <p>Amend the following: DM POL 42: To strictly control inappropriate development and require noise insulation where appropriate within the Outer Noise Zone <b>B, Noise Zone C and where appropriate Assessment Zone D."</b></p>	<p><i>Revised as follows:</i></p> <p><i>Section 5.12 Aviation Sector:</i> 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. Developments located</b></p>	<p>Supporting the development of expansion of aviation capacity is likely to work against the goals of the Climate Action Strategy (while recognising the short-term economic growth opportunity from air travel).</p> <p>Supporting (or not) aviation development has been a high importance area of challenge for local authorities elsewhere in Europe. Suggest that this should be a specific area of consideration by Members.</p>

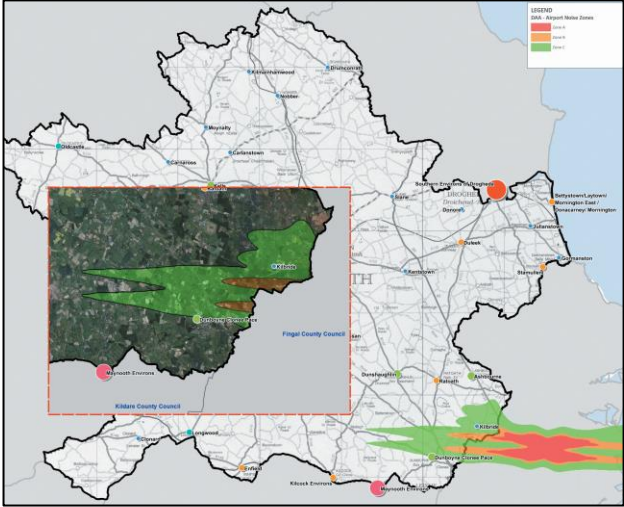


		<p>DM-POL 43: To actively resist new provision for residential development and other noise sensitive uses within the Inner Noise Zone <del>A</del>, as shown on Map no. 5.4.1 and 5.4.2.</p> <p>DM-POL 44: Under no circumstances shall any dwelling be permitted within the predicted <del>≥ 63 dB LAeq, 16hr and/or ≥ 55 dB Lnight</del> 69 dB LAeq 16 hours noise contour. Residential development in areas likely to be affected by levels of noise inappropriate to residential use should be avoided.</p> <p>Add footnote to RPO 8.19 as follows: <b>Airport Noise Zones updated in line with Environmental Noise Regulations 2006 and EU Regulations 598/2014</b></p> <p>Amend Map 5.4.1 and 5.4.2 to represent the updated Airport Noise Zones and Public Safety Zones.</p>	<p>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.</p> <p>Parts of the County are located within both the outer and inner noise protection 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 &amp; 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.</p> <p>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 <b>and DAA</b> 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.</p> <div><p>MOV OBJ 60 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.</p><p>2) To ensure that under no circumstances shall any dwelling be permitted within the predicted 69 dB LAeq 16 hours noise contour.</p></div>	
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				<div>3) <del>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.</del> <b>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.</b> MOV OBJ 61 <b>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.</b> MOV OBJ 61<b>2</b> To ensure that development which would give rise to conflicts with aircraft movements on environmental or safety grounds on lands in the vicinity of Dublin Airport and on the main flight paths serving Dublin Airport is restricted. <del>MOV OBJ 62<b>3</b> To ensure that residential development in areas likely to be affected by levels of noise inappropriate to residential use is avoided.</del></div> <div>Section 12 – Dublin Airport <b>Public Safety</b> and Noise Zones <del>Developments shall be restricted (and where appropriate, prohibited) in Public Safety Zones, and Approach zones of <b>Dublin</b> Airports, and airfields, and in noise zones associated with airport flight operations</del> <b>are</b> as illustrated on Map 5.4.1 &amp; 5.4.2. In the assessment of <b>development within these zones</b>, such applications, regard shall be had to the relevant policy documents, <b>implications of same</b> and consultation shall take place with the relevant authorities. Please refer to Chapter 5 Movement. DM POL 31: <del>To strictly control inappropriate development and require noise insulation where appropriate within the Noise Zone B, Noise Zone C and where appropriate Assessment Zone D.</del><b>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.</b> DM POL 32: <del>To actively resist new provision for residential development and other noise sensitive uses</del></div>	
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			<div><div>Delete expired Dublin Airport Safety Zone Map below:</div><div></div></div>	<div><div><div>within the Noise Zone A, as shown on Map no. 5.4.1 and 5.4.2.</div><div><div>a) To require that single residential units (urban and rural) or extensions to same are provided with noise insulation of an appropriate standard having regard to its location within a Noise Zone B or Noise Zone C.</div><div>b) To require non-residential noise sensitive uses or multiple residential developments within Noise B or Noise Zone C to include where appropriate, a noise impact assessment which clearly demonstrates that relevant internal noise guidelines will be met in order to protect the amenity of future occupants.</div></div></div><div><div><div><del>DM POL 33: Under no circumstances shall any dwelling be permitted within the predicted ≥ 63 dB LAeq, 16hr and/or ≥ 55 dB Lnight noise contour. Residential development in areas likely to be affected by levels of noise inappropriate to residential use should be avoided.</del></div><div><del>Comprehensive noise insulation shall be 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 from the applicant with regard to the recommendations of the noise impact assessment report.</del></div></div><div><div>DM OBJ 110: Development should be restricted which would give rise to conflicts with aircraft movements on environmental or safety grounds on lands in the vicinity of Dublin Airport and on the main flight paths serving Dublin Airport.</div></div><div><div>Update Dublin Airport Safety Zone Map as follows:</div></div></div></div>	
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<p><b>Proposed Amendment Chapter 5.20</b></p> <p><b>Proposed Slane Amendment No. 1</b></p>	MH-C5-943 Meath County Council Transportation Dept	Section 5	<p>Amend MOV OBJ 33, MOV OBJ 36, SLN OBJ 7 and MOV OBJ 43 as follows:</p> <p>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>		No significant impacts apparent
<p><b>Proposed Slane Amendment No. 2</b></p>		Slane Written Statement	<p>Remove the following:</p> <p><del>SLN OBJ 10</del></p> <p><del>To investigate the effectiveness of, and if appropriate, progress the implementation of traffic management options, including the removal of non local heavy good vehicles for the N2 through Slane Village, in conjunction with the TII and other relevant authorities with a view to providing an enhanced and safer environment for the village.</del></p>		No significant impacts apparent
<p><b>Proposed Amendment Chapter 5.25</b></p>		Section 5	<p>Changes to Table 5.1 Proposed Schemes to removed wording that was there in error and to include N51 Tuallaghtown upgrade.</p> <p><i>Refer to Appendix 9 attached: (Table 5.1)</i></p>		No significant impacts apparent
<p><b>Proposed Amendment Chapter 5.19</b></p>		Section 5.8.1	<p>Amend Section 5.8.1 in the first sentence of the last paragraph as follows:</p> <p>There is agreement that the potential safety risks that affect the future well-being of all</p>		No significant impacts apparent

			<p>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 Slane Village. 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. High volumes of HGV's cause traffic congestion, delays and nuisance for residents and visitors to the village, posing significant ongoing road safety risks for all road users.</b></p> <p><b>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 the inherent 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 between environmental, historical and archaeological considerations and the safety and other negative impacts caused by the current traffic situation in Slane village.</p>		
<p><b>Proposed Amendment Chapter 5.14</b></p>		Section 5	<p>Amend Section 5.1.1 as follows:</p> <p><b>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 carbon intensive 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</p>		<p>Supports the goals of the Climate Action Strategy (Moving towards zero-emission vehicles, with a focus on how we can help roll out of electric vehicles; M1, M3, P7)</p> <p>To include reference to a wider hierarchy of travel choices – not just EVs?</p> <ul style="list-style-type: none"> <li>- Removing the need to travel</li> <li>- Active travel (walking, cycling)</li> <li>- Public transport</li> <li>- emission free private transport</li> </ul>

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			<p>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 batter battery life and longer travel range as well 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>It is a policy of the Council:</p> <p>MOV POL 16 To support the provision of <del>electricity charging</del> 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>		
<b>CHAPTER 6 INFRASTRUCTURE</b>					
<b>Proposed Amendment Chapter 6.16</b>		Section 6.16.3	<p>Amend the following:</p> <p>Promote the attractiveness of <b>further</b> regional locations outside of the main urban centres for economic development both indigenous and FDI.</p>		No significant impacts apparent
<b>Proposed Amendment Chapter 6.14</b>			<p>Amend the following:</p> <p>INF POL 55: To seek to have appropriate modern ICT, including open access fibre connections 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>		No significant impacts apparent
<b>Proposed Amendment Chapter 6.15</b>			<p>Amend INF OBJ 53 as follows:</p> <p>To require that open access communications cables and associated infrastructure are undergrounded in urban areas with particular reference to Architectural Conservation Areas</p>		No significant impacts apparent



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			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>		
<b>Proposed Amendment Chapter 6.16</b>		Section 6.2.3	<p>Amend the following text:</p> <p>“Broadband is one of the key drivers in maintaining competitiveness and 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.</p> <p>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 supports its delivery.</p> <p><b>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.</b></p> <p><b>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 &amp; Community Development. In Meath, residents and visitors are able to access high speed broadband in the main population centres of the County.</b></p> <p>The Council will seek to <b>support the delivery of these services and</b> promote enhancement of broadband delivery in County Meath in the period of the Development Plan in accordance with National policy in order to:</p>		No significant impacts apparent

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			<ul style="list-style-type: none"><li>• Promote the attractiveness of regional locations outside of the main urban centres for economic development both indigenous and FDI;</li><li>• Facilitate more flexible <b>study and</b> working arrangements such as working from home <b>and working hubs</b>;</li><li>• Reduce social isolation.”</li></ul>		
Proposed Amendment Chapter 6.6		Section 6	<p><del>Amend 6.12 National Maritime Spatial Plan to 6.11.2 National Maritime Spatial Plan and add the following text:</del></p> <p><b>6.11.3 National Marine Planning Framework (Draft) 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.</b></p> <p><b>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.</b></p> <p><b>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.</b></p>		Supports the goals of the Climate Action Strategy
Proposed Amendment Chapter 6.7			<p>Amend the following:</p> <p>INF POL 30: To implement the policies and objectives as set out within the <del>National</del></p>		Supports the goals of the Climate Action Strategy

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			<del>Maritime Spatial Plan and on adoption, the</del> National Marine Planning Framework to realise the full benefits of our ocean wealth in a managed and sustainable way ensuring climate change is taken into account.		
<b>Proposed Amendment Chapter 6.8</b>		Section 6.15.2	<p>Include the following text:</p> <p><b>Offshore Renewable Energy Development Plan 2014</b></p> <p><b>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></p>		Supports the goals of the Climate Action Strategy
<b>Proposed Amendment Chapter 10.7</b>		Section 6.15.3	<p>Amend the following:</p> <p>RPO 10.24 of the Eastern Midlands RSES sets out to support 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.</p> <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>		No significant impacts apparent
<b>Proposed Amendment Chapter 6.15</b>			<p>Amend 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</p>		No significant impacts apparent

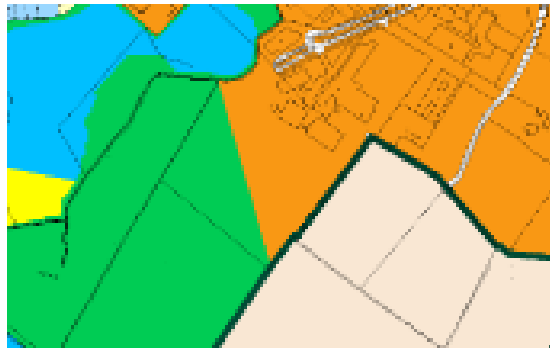
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			Architectural Conservation Areas in order to protect the visual amenities of streetscapes." <b>Proposals for overground cables located within Architectural Conservation Areas will be dealt with on a case by case basis and are subject to outcome of the developments management process.</b>		
<b>Proposed Amendment Chapter 6.11</b>			Amend the following:  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>It is anticipated that Ireland will fall short of its mandatory European target for an overall 16% renewable energy share by 2020, with overall achievement estimated to be between 12.7% and 13.9%.</b> However, if Ireland is to reach our 2030 <del>20</del> renewable electricity target, 55% of our electricity generation must be from renewable energy. <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>		No significant impacts apparent
<b>Proposed Amendment Chapter 6.10</b>	(FTF) NOM 7 Cllr McCabe		Amend the following:  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>or residential</b> or local amenities.		Supports the goals of the Climate Action Strategy such as via Community renewable energy / microgeneration (C1)
<b>Proposed Amendment Chapter 6.5</b>			Amend INF OBJ 28 as follows:  "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)"		Supports the goals of the Climate Action Strategy with regards to renewable energy and flood risk mitigation (C1, P1, P8, P9)
<b>Proposed Amendment Chapter 6.2</b>	<i>MH-C5-760 Irish Water</i>	Section 6.4	Amend 3 <sup>rd</sup> paragraph as follows:  <b>The Current Irish Water Investment Plan (CIP 2020-2024)</b> <del>The current Irish Water Capital Investment Programme (CIP) 2017-2021</del> outlines the indicative priorities and investments in water services infrastructure over the five year period.		No significant impacts apparent

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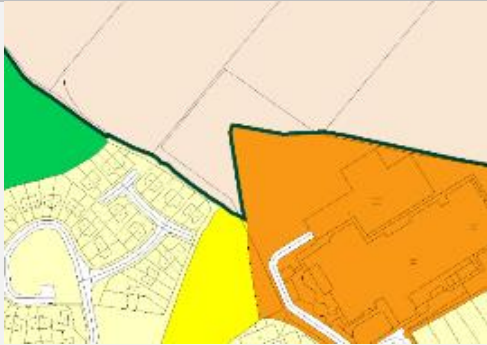
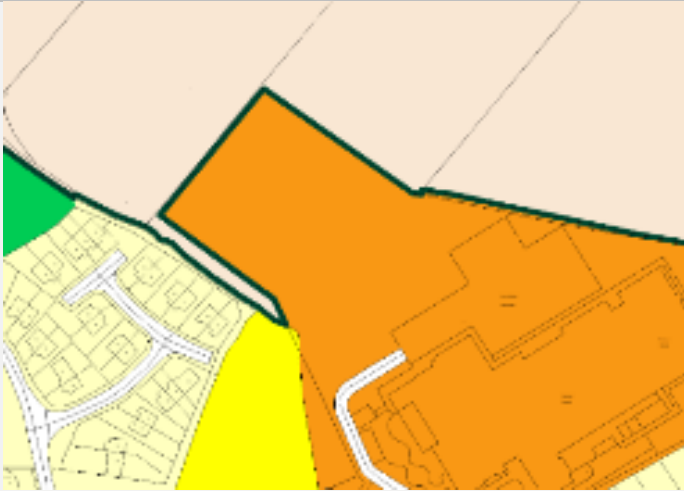
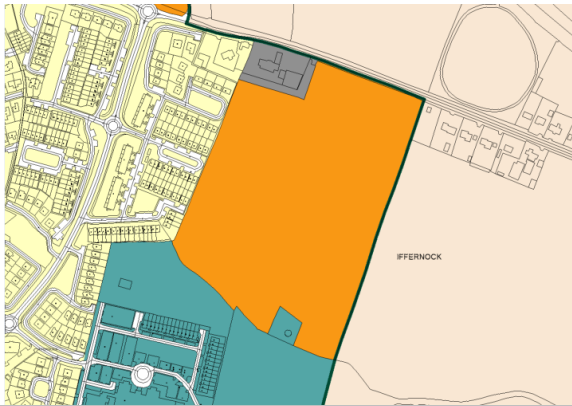

<b>Proposed Amendment Chapter 6.4</b>		Section 6.7	<p>Add additional wording on the National Water Resources Plan to the end of the last paragraph of Section 6.7:</p> <p>Irish Water intend to seek planning permission for this project. <del>in 2019</del></p> <p><b>Irish Water is preparing for the future by developing the National Water Resources Plan (NWRP).Irish Water is 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>		Supports the goals of the Climate Action Strategy in relation to water resource management (W2)
<b>Proposed Amendment Chapter 6.3</b>		Section 6.8	<p>Amend INF OBJ 4 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 Investment Plans.’</p>		No significant impacts apparent
<b>CHAPTER 7 SOCIAL STRATEGY</b>					
<b>Proposed Amendment Chapter 7.4</b>	Sub no. 824 - Department of Education and Skills and multiple grouped themed ‘Trim Education’ related submissions)	Chapter 7 Section 7.7.3.1	<p>Amend Written Statement as follows:</p> <p>A new primary school in Ashbourne, Navan, Dunboyne, Dunshaughlin, <del>and</del> Ratoath, <b>Trim and Kilcock Environs.</b></p> <p>A new post primary school in Drogheda environs, Ashbourne, Navan, Dunboyne, Enfield, <b>Trim</b> <del>and</del> Ratoath</p>		No significant impacts apparent
<b>Proposed Trim Amendment No. 1</b>	MH-C5-824 Department of Education and Skills and multiple grouped themed ‘Trim Education’ related submissions)	Volume 2, Trim Settlement Strategy, Section 12.0 Social Infrastructure	<p>Insert the following text at the end of third paragraph:</p> <p><b>However, the Department of Education and Skills has identified the need for the provision of additional primary and post primary school accommodation in the town and requested that a site 15 acres in area is reserved for educational purposes. Lands on the R154 Dublin Road, zoned for G1 use are</b></p>	Accepted	No significant impacts apparent

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			<p><b>considered suitable to meet the future educational need for Trim in this regard.</b></p> <p>Insert the following additional objective: (renumber remaining objectives) <b>Trim OBJ 16: To support the development of a primary and secondary school in Trim in a campus style development on a site 15 acres in area to meet the educational needs of the residents of the town and its catchment.</b></p>		
<b>Proposed Kilcock Amendment No. 1</b>	MH-C5-824 Department of Education and Skills and multiple grouped themed 'Trim Education' related submissions)	Volume 2, Kilcock Written Statement	<p>Insert the following additional objective:</p> <p><b>KIL OBJ 10 To support the development of a primary school in Kilcock Environs to meet the primary educational needs of the settlement.</b></p>		No significant impacts apparent
<b>Proposed Kells Amendment No. 2</b>	MH-C5-824 Department of Education and Skills and multiple grouped themed 'Trim Education' related submissions)	Volume 3  Kells Maps	<p>Amend Kells Settlement Maps as follows:</p> <p>Rezone triangular shaped lands to the south west of St. Ciaran's Community College from F1 'Open Space' to G1 'Community Infrastructure'</p>  <p><b><i>Draft Land Use Zoning Map</i></b></p>		No significant impacts apparent
<b>Proposed Athboy Amendment No. 2</b>	MH-C5-824 Department of Education and Skills and multiple grouped themed 'Trim Education' related submissions)	Volume 3 Athboy Maps	<p>Amend the Athboy Settlement Maps as follows:</p> <p>Extend development boundary to include lands adjacent to Athboy Community School and amend the zoning objective on the subject lands from RA 'Rural Areas' to G1 'Community Infrastructure' objective.</p>		No significant impacts apparent



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			 <p><b>Draft Land Use Zoning Map</b></p>	 <p><b>Proposed amended land use zoning map</b></p>	
<b>Proposed Trim Amendment No. 1</b>	MH-C5-824 Department of Education and Skills and multiple grouped themed 'Trim Education' related submissions)	Volume 3 Trim Zoning Map	<p>Amend the Trim Settlement Maps as follows:</p> <p>Illustrate OBJ 16 on lands zoned for G1 'Community Infrastructure' on the R154 Road Dublin Road for educational facilities.</p> 	 <p><b>Proposed amended land use zoning including spot objective</b></p>	No significant impacts apparent
<b>Proposed Amendment Chapter 7.3</b>	(FTF) NOM 8 Revision to original NOM 31 Cllr. Ronan Moore)		<p>Delete the following:</p> <p><del>SOC POL 4 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></p> <p>Replace with: <b>To ensure the delivery of community facilities commensurate with the needs of the resident population is done <u>either prior to or</u> 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>	<p>Agreed as follows:</p> <p><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>	No significant impacts apparent
<b>Proposed Amendment Chapter 7.1</b>	NOM 34 - Cllr. Ronan Moore		Amend Section 7.6.2.3 People with Disabilities as follows:		No significant impacts apparent

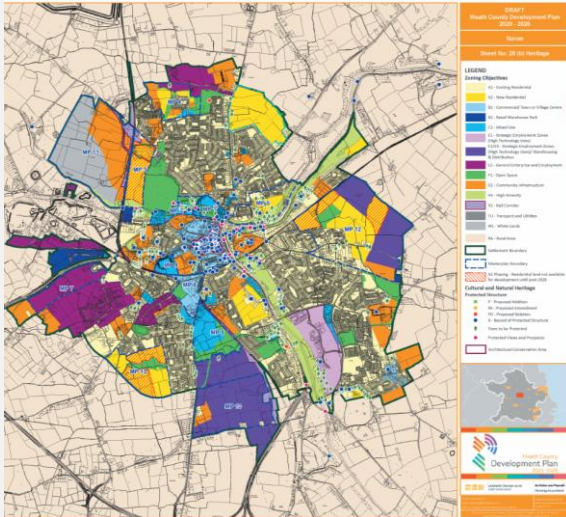
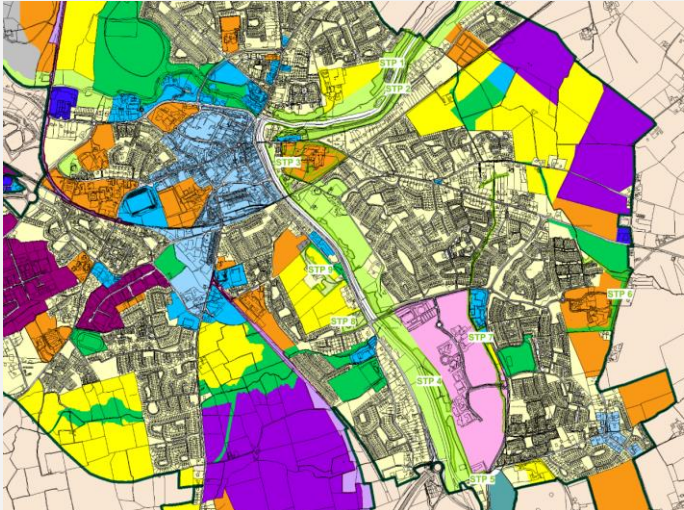

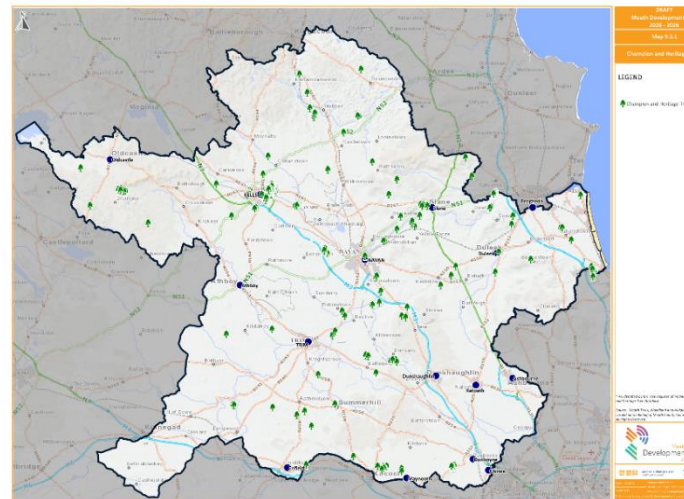
			<p>People with disabilities and the mobility impaired face particular physical barriers to access and movement not only in buildings, but on footpaths, streetscapes, open spaces etc. The Council will encourage integration of accommodation within a mix of housing types providing mobility and access for people with disabilities in order to remove barriers to involvement in community and employment activities. <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 <i>where the public have access in numbers and/ or where the public might be expected to spend longer periods of time, for example,</i> 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>		
<p><b>Proposed Amendment Chapter 7.2</b></p>	<p>(FTF) NOM 10 Cllr. Ronan Moore</p>		<p>Amend SOC OBJ 1 as follows;</p> <p>“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. <b>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.</b>”</p>		<p>No significant impacts apparent</p>
<p><b>CHAPTER 8 CULTURAL AND NATURAL HERITAGE STRATEGY</b></p>					

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<b>Proposed Amendment Chapter 8.7</b>	MH-C5-44 – Keep Ireland Open , MH-C5-47 – Cllr Noel French	Volume 1, Chapter 8	<b>HER OBJ XX Commission a study over the lifetime of the Plan to assess the significance of the Mass Rocks and Holy Wells throughout County Meath.</b>		No significant impacts apparent
<b>Proposed Amendment Chapter 8.2</b>	MH-C5-303 - Devenish	Volume 1, Chapter 8. Section 8.6	Archaeology is the Archaeology is the study of human societies through the investigation and analysis of the material evidence left behind. <del>It is most useful for periods and civilisations that existed prior to written records.</del> 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’.		No significant impacts apparent
<b>Proposed Amendment Chapter 8.5</b>	MH-C5-585 Tara Skryne Preservation Group	Vol 1, Chapter 8, Section 8.6	Amend HER OBJ 3 as follows:  <del>To seek to</del> <b>To protect important archaeological landscapes from inappropriate development.</b>		No significant impacts apparent
<b>Proposed Amendment Chapter 8.6</b>	MH-C5-745 – Boyne Valley Consultative Committee (BVCC)	Vol 1, Chapter 8	Amend HER POL 10 as follows:  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>		No significant impacts apparent
<b>Proposed Amendment Chapter 5.20 Proposed Slane Amendment No. 1</b>	MH-C5-969 - Wayne Harding	Vol 1, Chapter 5	Amend MOV OBJ 33, MOV OBJ 36, MOV OBJ 43, MOV OBJ 47, MOV OBJ 49 to remove the following text in the above objectives:  ‘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>		No significant impacts apparent
<b>Proposed Amendment Chapter 8.11</b>	MH-C5-1001 - Meath Archaeological and Historical Society (MAHS)	Vol 1, Chapter 8	Insert the following new objective:  <b>HER OBJ XX To undertake a review of existing protected views and prospects contained in the County Development Plan and to assess</b>		No significant impacts apparent



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			<p>and consider additional views and prospects deemed worthy of inclusion/protection.</p> <p>Insertion of <b>Appendix 8 (a) UNESCO World Heritage Site Supporting Information</b> (See attachment)</p> <p><i>Refer to Appendix 10 accompanying doc.</i></p>		
<b>Proposed Navan Amendment No. 2</b>	NOM 35 Cllr. David Gilroy		<p>Tree stands layer to be added to Sheet No. 28(b) Heritage Navan</p> 		No significant impacts apparent
<b>Proposed Volume 3 Amendment No. 2</b>			<p>Delete Woodlands layer from Map 9.3.1</p> 		No significant impacts apparent
<b>Proposed Amendment Chapter 8.1</b>	FTF) NOM 12 – Cllr Mike Bray		<p>Include ‘Impact on farmers who live near heritage use.’ In the text of chapter</p> <p>Amend Section 8.1 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,</b></p>		No significant impacts apparent


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				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>CHAPTER 10 CLIMATE CHANGE</b>					
<b>Proposed Amendment Chapter 1.1</b>	NOM 69 – Cllr. David Gilroy	Chapter 1, Section 1.4.2	<p>Insert the following paragraph into Volume 1, Chapter 1, Section 1.4.2 and renumber accordingly as follows:</p> <p><b>1.4.2 International Guidance</b>  <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><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>	Accepted	Supports the goals of the Climate Action Strategy in relation to the United Nations Sustainable Development Goals
<b>Proposed Amendment Chapter 1.2</b>	NOM 70 – Cllr Ronan Moore	Vol. 1 Chapter 1, Section 1.4.3	<p>Insert the following:</p> <p><b>Climate Action Fund</b></p> <p><b>Set up as one of four funds under that National Development Plan 2018-2027 as part 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 Government policy priorities including:-</b></p>	Accepted	Supports the goals of the Climate Action Strategy in relation to securing funding and seeking opportunities to facilitate public and private climate mitigation and adaptation (E1)

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			<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 benefits beyond a once-off impact</b></li> <li>• <b>Generating wider socio-economic benefits such as job creation, air quality improvements, reduction in fuel poverty, bio-diversity and community resilience and development</b></li> </ul> <p><b>INT POL XX: 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>Proposed Amendment Chapter 6.12</b>	NOM 72 – Cllr Ronan Moore	Vol.1, Chapter 6	<p>Amend Vol.1, Chapter 6 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>	Accepted	<p>Supports the goals of the Climate Action Strategy in relation to energy efficiency of buildings (which account for 28% of emissions in County Meath) (B1, P1)</p> <p>Include “development <i>and retrofit</i>”?</p>
<b>Proposed Amendment Chapter 6.13</b>	(FTF) NOM 16 – Alan Tobin	<p>Climate strategy 10.5.7,</p> <p>Chapter 6.16.2 Policy Context</p>	<p>‘To promote, support and adopt the new European circular economy action plan aimed at reducing waste, boosting the economy, empowering consumers and making sustainable products the norm’</p>	<p>Update Chapter 6, Infrastructure Chapter, Section 6.16.2 Policy Context to include the following:</p> <p><b>Waste Action Plan for a Circular Economy – Ireland’s National Waste Policy 2020-2025</b></p> <p><b>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.</b></p>	<p>Supports the goals of the Climate Action Strategy in relation to sustainable waste management (R1, R2, R3, P12)</p>


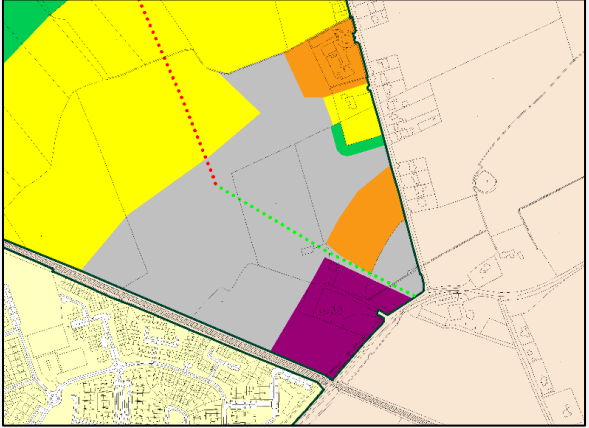


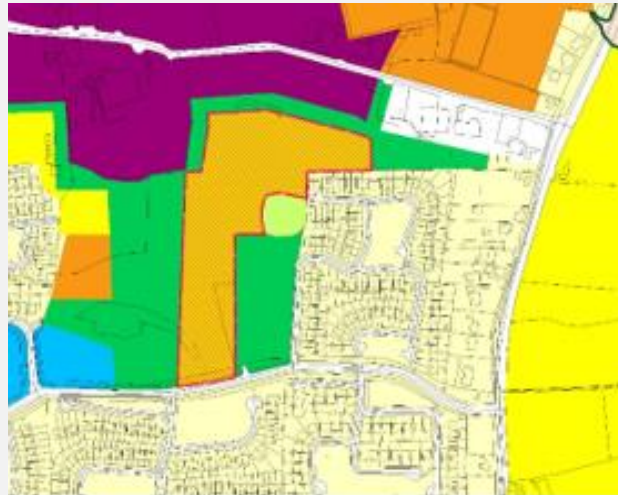
				 <p>Amend the following policy:</p> <p><b>INF POL 61</b> To facilitate the implementation of National Waste Legislation, <b>National and</b> <del>and</del> Regional Waste Management Policy <b>and the circular economy.</b></p>	
<b>Proposed Amendment Chapter 10.3</b>	(FTF) NOM 17 – Alan Tobin		Meath Co Co will support the European Green Deal, will adhere to new legislation included in the new European Climate law and ensure that the council, the Local Enterprise office, the Economic Development team and the Environment section commit to supporting our citizens to a carbon neutral society while ensuring social fairness for a just transition	<p>Amend Section 10.4 to include the following the following text:</p> <p><b>10.4 Policy Context</b>  <b>The European Green Deal</b>  The European Green Deal plans to make the EU's economy sustainable, climate neutral 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:</p> <ul style="list-style-type: none"> <li>• The Just Transition Mechanism: making sure no one is left behind</li> <li>• Investing in Climate neutral and circular economy</li> <li>• EU funded projects to green the economy</li> <li>• A Climate Pact</li> <li>• Circular Economy Action Plan</li> <li>• EU Biodiversity Strategy for 2030</li> <li>• From Farm to Fork</li> <li>• Renovation Wave</li> <li>• Methane Strategy</li> <li>• Offshore Renewable Energy</li> <li>• A new European Bauhaus</li> <li>• Chemicals Strategy for sustainability</li> <li>• European Year of Rail 2021</li> </ul>	Supports the goals of the Climate Action Strategy in responding to European climate change action through agreements, directives, legislation and regulations.
<b>Proposed Amendment Chapter 10.5</b>	(FTF) NOM 19– Alan Tobin		To promote and utilise where possible the “just transition fund” to aid research and innovation by local industry in new hydrogen technology, ensure that Meath can provide and be a leader nationally in clean, reliable, affordable energy while also upskilling workers and helping businesses create new opportunities.	<p>Alternative recommendation is to include New Section 10.5.2 and revise paragraph numbering accordingly:</p> <p><b>10.5.2 Just Transition Fund</b></p> <p><b>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</b></p>	Supports the goals of the Climate Action Strategy in relation to securing funding and seeking opportunities to facilitate public and private climate mitigation and adaptation (E1)

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				<p>in the region, and supporting communities to transition to a low carbon 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>Proposed Amendment Chapter 10.4</b>		Section 10.5	<p>To support the implementation of the <b>Climate Action Plan 2019</b> <del>National Climate Change Strategy</del> 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.</del></p> <p><del>b. Reducing CO2 emissions of the county by at least 40% by 2030</del></p>	Accepted	Supports the goals of the Climate Action Strategy
<b>Proposed Amendment Chapter 8.9</b>		Section 8.11, p287	<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 non-government organisations involved in an effort to secure the conservation of the peatland areas. <b>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>	Accepted	Suggest that any cutaway should be subject to a whole life greenhouse gas assessment in order to quantify the overall carbon balance of these activities.
<b>CHAPTER 11 DEVELOPMENT MANAGEMENT (REVISED VERSION AGREED BY CLLRS. MEADE AND TOOLE - REFER TO APPENDIX 14)</b>					
<b>Proposed Amendment Chapter 11.1</b>			Updated DM Chapter	Accepted	No significant impacts apparent

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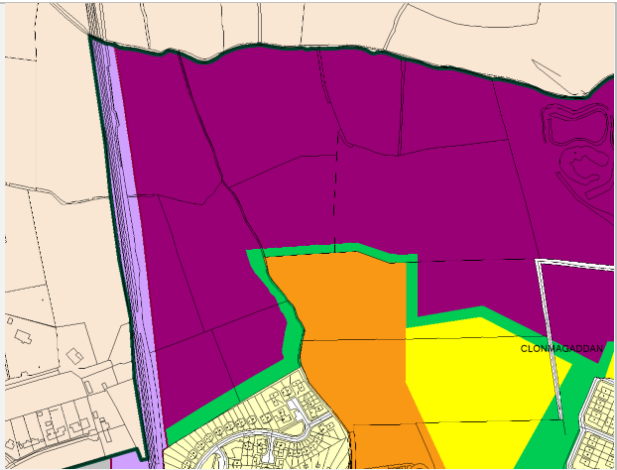
SETTLEMENTS TIER 1 & 2				
AMENDMENT NO.	SUBMISSION/ NOM/ (FTF) NOM NUMBERS	PROPOSED AMENDMENT		REVIEW AGAINST CLIMATE ACTION STRATEGY
SOUTH DROGHEDA ENVIRONS				
Proposed South Drogheda Amendment No. 4	MH-C5-557 <i>Brady Hughes on behalf of Shannon Homes</i>	<ol style="list-style-type: none"> <li>On the basis of the grant of planning permission, it is considered appropriate to amend the zoning of the permitted office development from WL to E2 General Enterprise and Employment.</li> <li>A section of the proposed link road (720 metres in total) was also permitted under LB/180620 and this road is currently under construction. The alignment and section permitted should be indicated on the Land Use Zoning Map and Legend as a permitted road and under construction.</li> <li>The zoning New school site granted (LB190739) should be amended from WL to G1 on basis of granted planning permission.</li> <li>Add MP boundary around these lands as per existing Drogheda LAP.</li> </ol>  <p><b>Draft Land Use Zoning Map</b></p>	Accepted   <b>Proposed Land Use Zoning Amendment from WL to G1 and E2</b>	No significant impacts apparent
<b>Proposed Amendment Chapter No. 2.4</b>  <b>Proposed South Drogheda Amendment No. 5</b>  <b>Proposed Amendment Chapter 11.1</b>	MH-C5-381 <i>Brady Hughes on behalf of the Farrellys</i>	<ol style="list-style-type: none"> <li>Remove the term 'transitional arrangement' from Section 2.8.1.1 page 29 from the Written Statement Volume 1 –  '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'.</li> <li>MP1 boundary and label to be inserted on the Land Use Zoning Map for the subject lands as per the 2013-2019 LUZ Map</li> </ol>	Accepted	No significant impacts apparent

		<p>3. Re-number all masterplans to run sequentially from the top tier settlements to the lower tier settlements. The renumbering of the Masterplan numbers is required to prevent confusion arising from a number of masterplans with the same name within settlements. The old reference number and new reference number are detailed in the table. This table will be inserted into Chapter 11 of Volume 1 and will also be uploaded on the County Council website and updated accordingly. The written text within Volume 1 and Volume 2 (Settlements) and Land Use Zoning Maps will be updated accordingly to correspond with the new Masterplan numbering.</p>		
<p><b>NAVAN</b></p> <p><b>Proposed Navan Amendment No 3</b></p> <p><b>Proposed Navan Amendment No 4</b></p>	<p><i>NOM 93 – Padraig Fitzsimons</i></p> <p><i>NOM 99 - Emer Tobin.</i></p> <p><i>MH-C5-973</i></p>	<p>It is recommended that the A2 Phase 2 zoning is extended northwards to the existing natural buffer and also eastwards to where it meets with the A1 Existing Residential zoning. This will provide for the more coherent future development of this area and will ensure that the zoning at this location follows the existing natural field boundaries which will allow for the retaining of the existing hedgerow boundaries and tree planting.</p> <p>In addition to the above, 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 &amp; Employment purposes.</p>	<p>Accepted</p>  <p><b>Proposed Amended Zoning from F1 Open Space to A2 (Post 2027)</b></p>	<p>No significant impacts apparent</p>

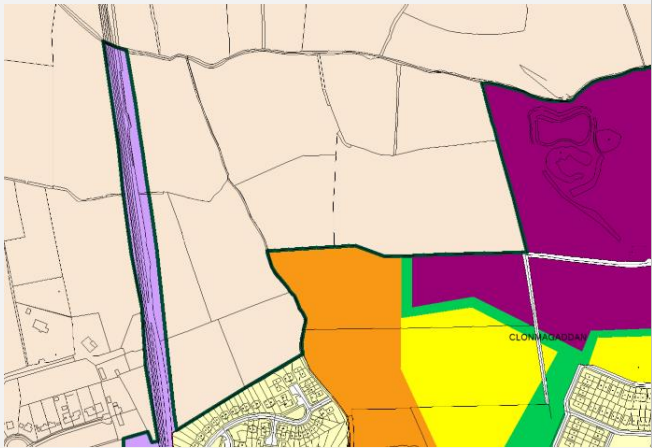
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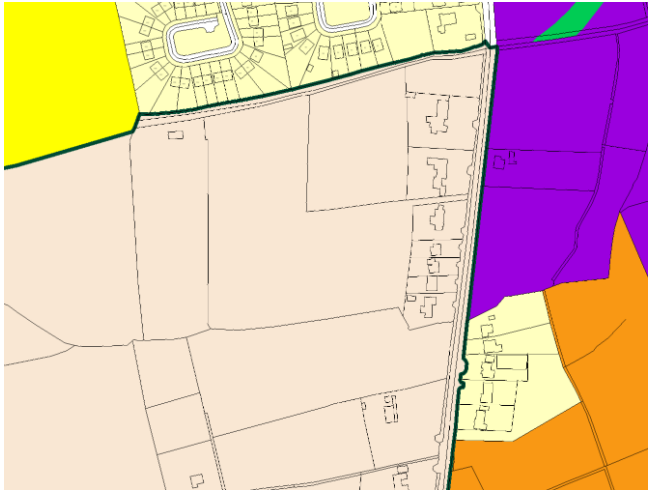
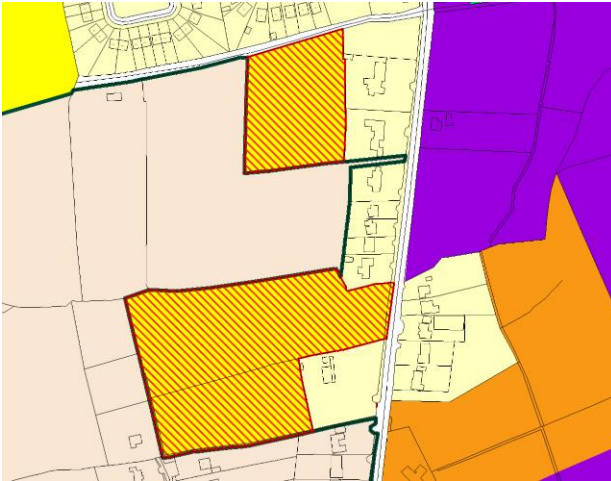




*Proposed Amended Zoning from R/A to E2*




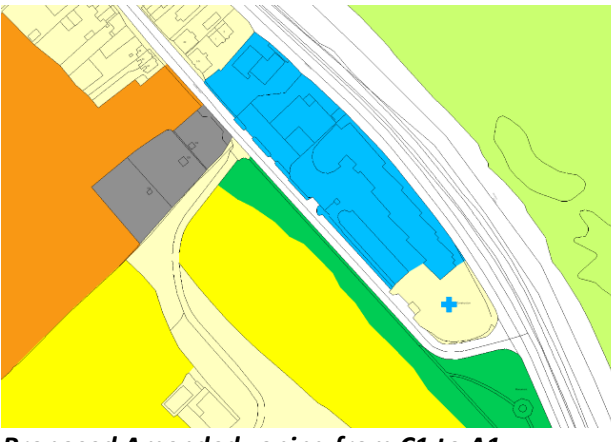

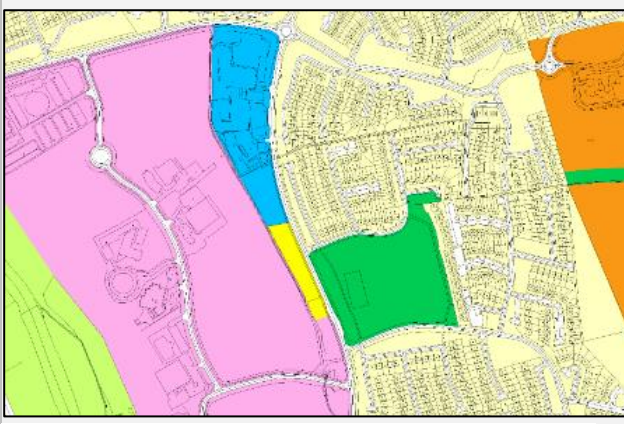
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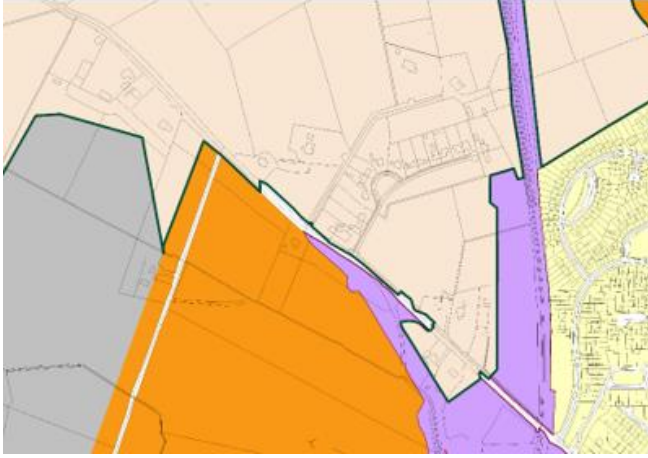
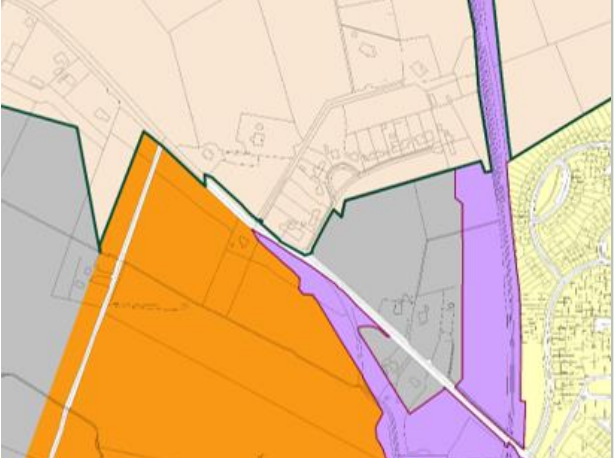





<b>Proposed Navan Amendment No. 5</b>	<p>NOM 94 - <i>Cllr. Padraig Fitzsimons</i></p> <p>NOM 98 – <i>Cllr. Emer Toibin</i></p> <p>NOM 100 – <i>Cllrs. Francis Deane &amp; Eddie Fennessy</i></p> <p>NOM 102 – <i>Cllr. Tommy Reilly</i></p> <p>Submissions MH-C5- 921 MH-C5-569 MH-C5-697</p>	<p>It is recommended that the A2 Phase 2 zoning is extended northwards to the existing natural buffer and also eastwards to where it meets with the A1 Existing Residential zoning. This will provide for the more coherent future development of this area and will ensure that the zoning at this location follows the existing natural field boundaries which will allow for the retaining of the existing hedgerow boundaries and tree planting.</p>  <p><b><i>Land Use Zoning as per draft MCC CDP (RA Rural Area)</i></b></p>	<p>Revised as follows:</p>  <p><b><i>Proposed Zoning following Special Planning Meeting – from R/A to A2 (Post 2027) and A1 Existing Residential</i></b></p>	No significant impacts apparent
<b>Proposed Navan Amendment No 6</b>	<p>NOM 95 – <i>Tommy Reilly</i></p> <p>MH-C5-629</p>	<p>It is recommended that the lands should be rezoned from RA Rural Area to G1 Community Infrastructure purposes and included within the town development boundary.</p>  <p><b><i>Draft Plan Zoning</i></b></p>	<p>Accepted</p>  <p><b><i>Proposed Amended Zoning from R/A to G1</i></b></p>	No significant impacts apparent



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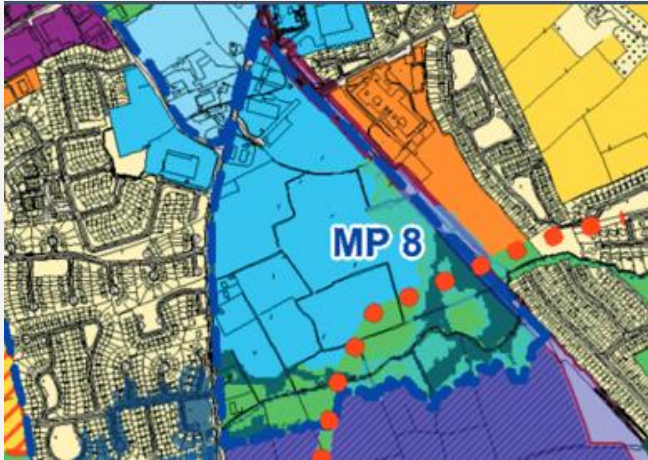
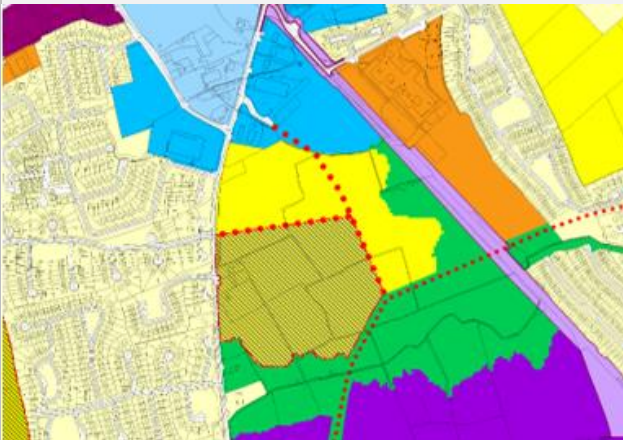


<p><b>Proposed Navan Amendment No. 7</b></p>	<p>NOM 101 - <i>Tommy Reilly</i></p>	<p>It is recommended that the lands should be rezoned from C1 Mixed Use to A1 Existing Residential identified for a Gateway Building.</p>  <p><b>Draft Plan Zoning</b></p>	<p>Accepted</p>  <p><b>Proposed Amended zoning from C1 to A1</b></p>	<p>No significant impacts apparent</p>
<p><b>Proposed Navan Amendment No. 8</b></p>	<p>MH-C5-231 <i>Kennedy Associates Chartered Town Planners on behalf of Hunt Capital Ltd.</i></p>	<p>It is recommended that the zoning objective for the residential portion of the site is changed from the proposed C1 Mixed Use to an A2 New Residential Zoning. The C1 mixed use zoning should be retained for the mixed-use blocks adjacent to Johnstown Shopping Centre.</p>  <p><b>Draft Plan Zoning</b></p>	<p>Accepted</p>  <p><b>Proposed Amended Zoning from C1 to A2</b></p>	<p>No significant impacts apparent</p>
<p><b>Proposed Navan Amendment No. 9</b></p>	<p>MH-C5-232 <i>Joe Fahy Planning Consultant on behalf of Colm Lynch</i></p>	<p>It is recommended that the lands are included within the development boundary of Navan, within the MP11 boundary and zone as WL.</p>	<p>Accepted</p>	<p>No significant impacts apparent</p>

		 <p><b>Draft Plan Zoning</b></p>	 <p><b>Proposed Amended Zoning from R/A to WL</b></p>	
<b>Proposed Navan Amendment No. 10</b>	MH-C5-301 <i>Ger Fahy Planning Consultant on behalf of Patricia Thorpe</i>	<p>It is recommended to include the lands within the development boundary of the town and zone for D1 Tourism purposes.</p>  <p><b>Draft Plan Zoning</b></p>	<p>Accepted</p>  <p><b>Proposed Amended Zoning from R/A to D1</b></p>	No significant impacts apparent
<b>Proposed Navan Amendment No. 11</b>	MH-C5-344 <i>Stephen Little &amp; Associates Planning Consultant on behalf of Grandbrind Ltd.</i>	<p>It is recommended to amend the Land Use Zoning Map to correct the mapping error with a slight change from G1 to A1 Existing Residential to the southeast of Dunville.</p>  <p><b>Draft Plan Zoning</b></p>	<p>Accepted</p>  <p><b>Proposed Amended Zoning from G1 to A1</b></p>	No significant impacts apparent

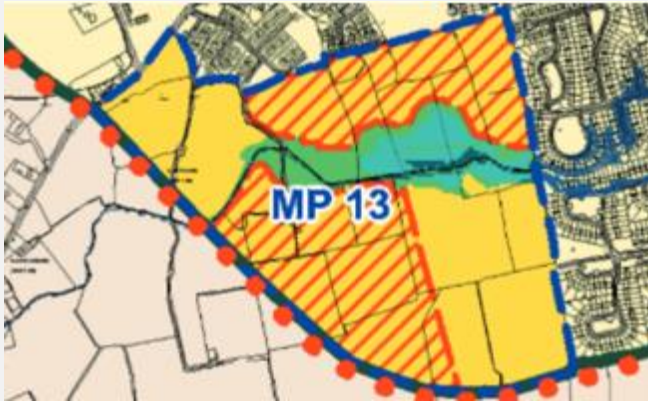
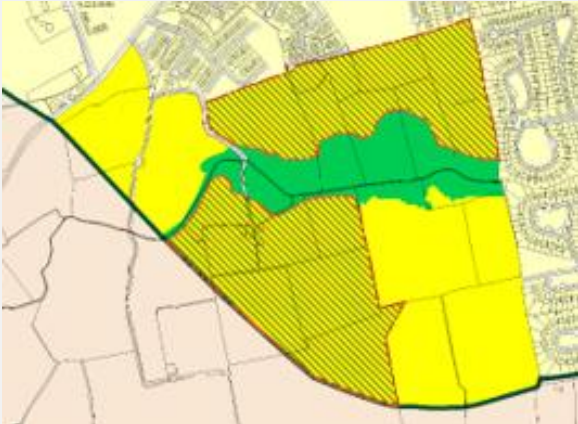

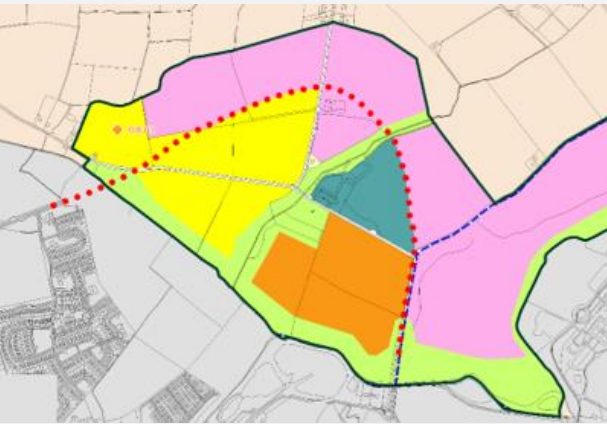


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<p><b>Proposed Navan Amendment No. 12</b></p>	<p>MH-C5-583 <i>Kiaran O'Malley &amp; Co on behalf of Franke Harte</i></p>	<p>Include rail reservation corridor lands within MP 10 boundary as well as all the E1/E3 zoning to the north.</p>  <p><b>Draft Plan Zoning</b></p>	<p>Accepted</p>  <p><b>Proposed Amended Zoning – extension to MP boundary</b></p>	<p>No significant impacts apparent</p>
<p><b>Proposed Navan Amendment No. 13</b></p> <p><b>Proposed Amendment Chapter 11.1</b></p>	<p>MH-C5-632 <i>John Spain &amp; Associates on behalf of Albert Developments</i></p>	<p>1. Masterplan 12 in Section 6 ‘Masterplans’ contained in the Navan Written Statement to be updated to <b>‘Agreed 2020’</b>.</p> <p>2. Amend zoning from A2 New Residential to C1 Mixed Use for the section of land to the northeast of the F1 Open Space zoning as detailed in the Draft Plan Land use Zoning Map below;</p> <p>3. Insert <b>‘vehicular/cyclist/pedestrian access to zoned lands where appropriate’</b> into the ‘Open for Consideration Uses’ for F1 Open Space contained in Section 11.16.7 Land Use Zoning Categories.</p>  <p><b>Draft Plan Zoning</b></p>	<p>Accepted</p>  <p><b>Proposed Amended Zoning from A2 to C1</b></p>	<p>No significant impacts apparent</p>
<p><b>Proposed Navan Amendment No 14</b></p>	<p>MH-C5-645 <i>Declan Brassil &amp; Company on behalf of</i></p>	<p>Amend zoning from C1 to A2 New Residential (Phase 1) and Phase 2 for the lands to the south of the filling station and the Lidl Store. The land to the</p>	<p>Accepted</p>	<p>No significant impacts apparent</p>

	<i>MRP Investments &amp; Developments Ltd</i>	<p>southwest of the Lidl Store should be retained as a C1 zoning to allow for future expansion of Lidl or complimentary uses.</p> <p>Amend Master Plan 8 text within the Written Statement as follows;</p> <p>Master Plan 8 relates to a triangle of land formed by the Trim Road, the former Navan-Dublin Rail Alignment and lands adjoining the Swan River. This area has been identified for mixed uses, <b>new residential</b> and an open space/amenity area. The design and delivery of local distributor road LDR 1(a) will be a fundamental part of any Master Plan. The Master Plan shall include details of the proposed phasing for the development of the lands which shall include the delivery of the Distributor Road.</p>  <p><b>Draft Plan Zoning</b></p>	 <p><b>Proposed Amended Zoning from C1 to A2 and A2 (Post 2027)</b></p>	
<b>Proposed Navan Amendment No 15</b>	MH-C5-846 <i>Gerard Lynn</i>	<p>Owing to the existing dwelling onsite it is recommended that the zoning should be amended from F1 Open space to A1 Existing Residential.</p>  <p><b>Draft Plan Zoning</b></p>	<p>Accepted</p>  <p><b>Proposed Amended Zoning from F1 to A1</b></p>	No significant impacts apparent
<b>Proposed Navan Amendment No 16</b>	MH-C5-904 <i>Roscoral Ltd</i>	<p>It is noted that there is a minor mapping error whereby the Residential Phase 2 zoning does not follow the field boundary. This error should be corrected.</p>	<p>Accepted</p>	No significant impacts apparent



		 <p><b>Draft Plan Zoning</b></p>	 <p><b>Proposed Amended Zoning from A2 (Post 2027) to A2</b></p>	
<b>MAYNOOTH</b>				
<b>Proposed Maynooth Amendment No. 2</b>	MH-C5-224 <i>Kennedy Associates Chartered Town Planners on behalf of Sky Castle Ltd</i>	<ol style="list-style-type: none"><li>1. Relocate the MAY OBJ 3 symbol to the northwest to the centre of the A2 zoning.</li><li>2. The adjoining zonings for Maynooth within the administrative area of Kildare County Council to be shown on the Maynooth Environs Zoning Objectives Map. The route of the MOOR within the Kildare County Council administrative area along with the adjoining zonings will be detailed in the final plan maps.</li><li>3. The zoning as per the Draft Plan is correct however the indicative location of the eastern section of the MOOR is incorrect and this has been corrected as an administrative error.</li><li>4. Amend the notations on MP1 and MP2 in the Written Statement so that they match the zoning map.</li></ol>  <p><b>Draft Plan Zoning</b></p>	Accepted  <p><b>Proposed Amended Zoning showing corrections</b></p>	No significant impacts apparent

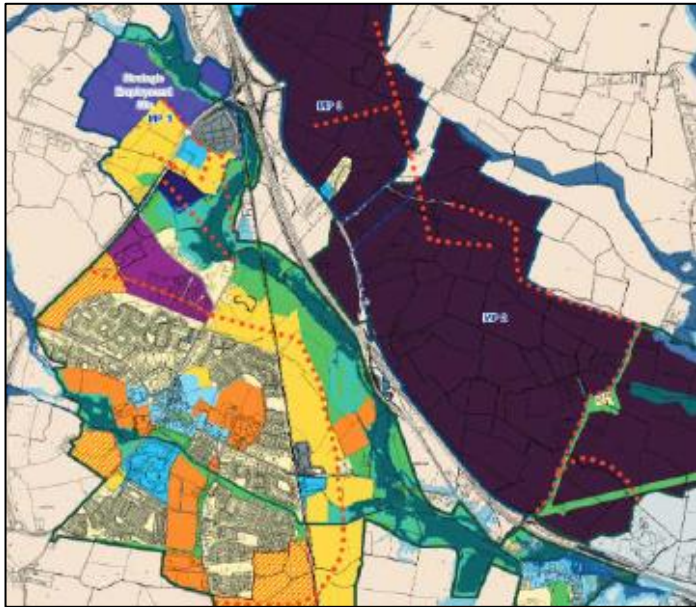
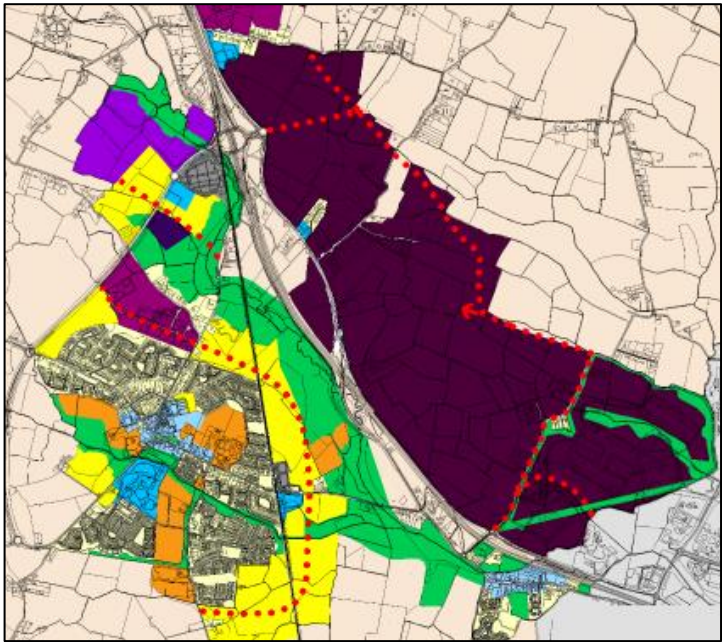
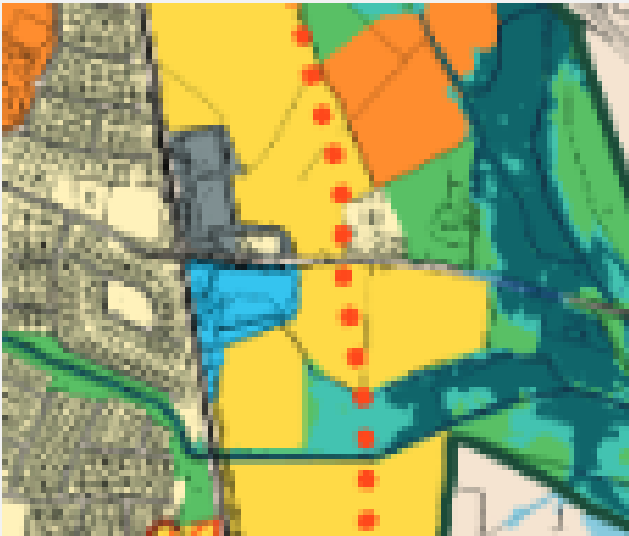
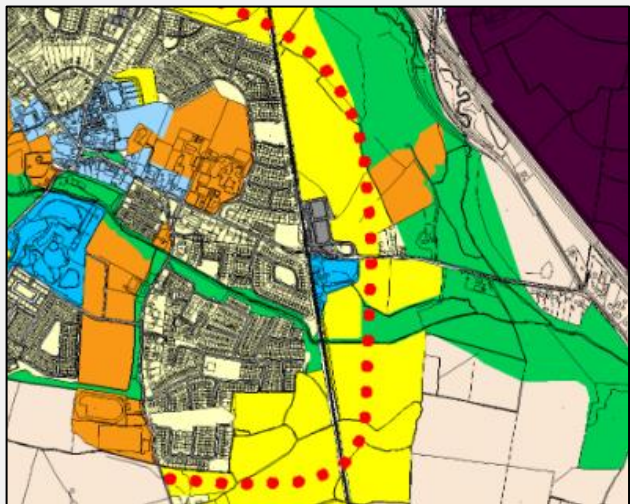
SETTLEMENTS TIER 3

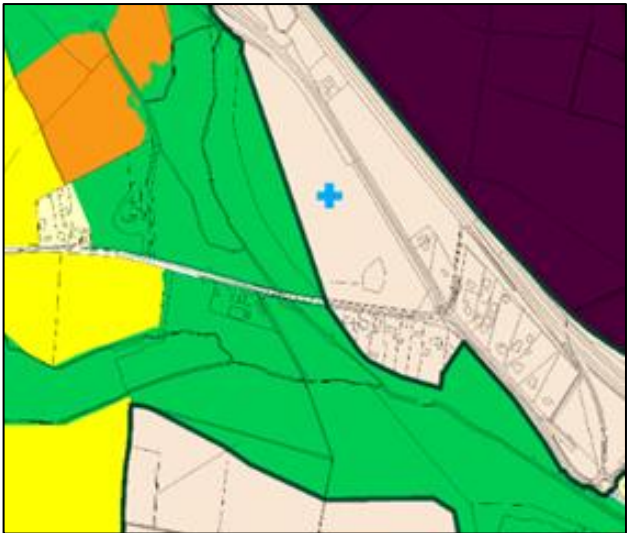
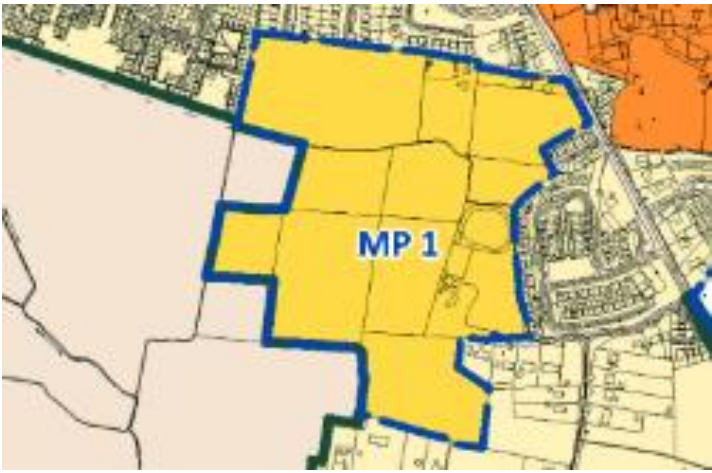
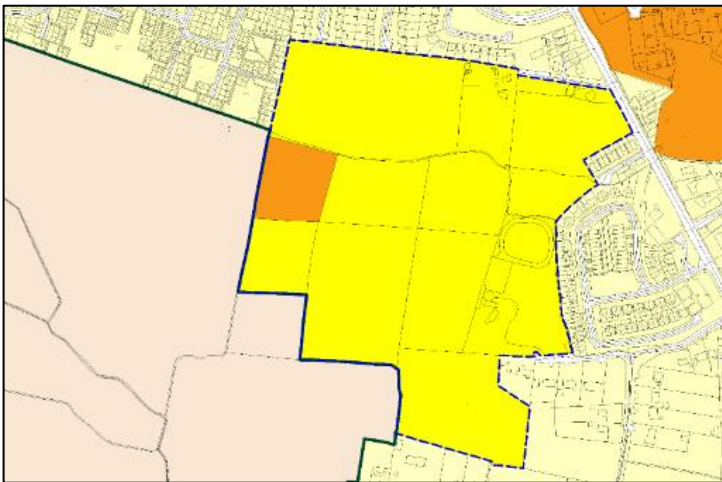
AMENDMENT NO.	SUBMISSION/ NOM/ (FTF) NOM NUMBERS	PROPOSED AMENDMENT		REVIEW AGAINST CLIMATE ACTION STRATEGY
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DUNBOYNE/CLONEE/PACE

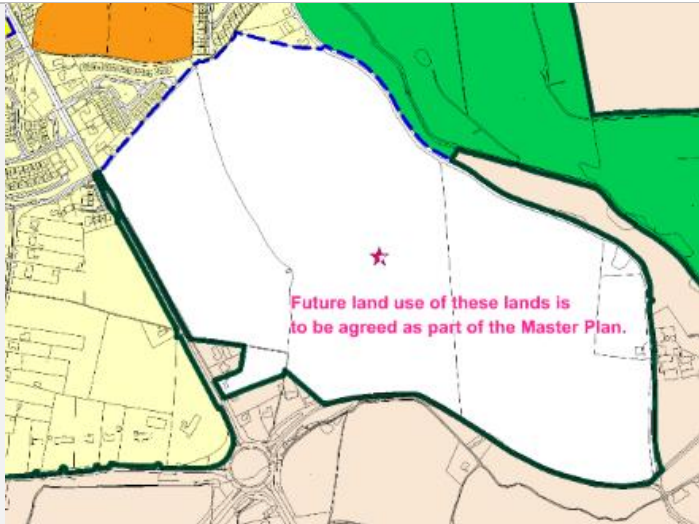
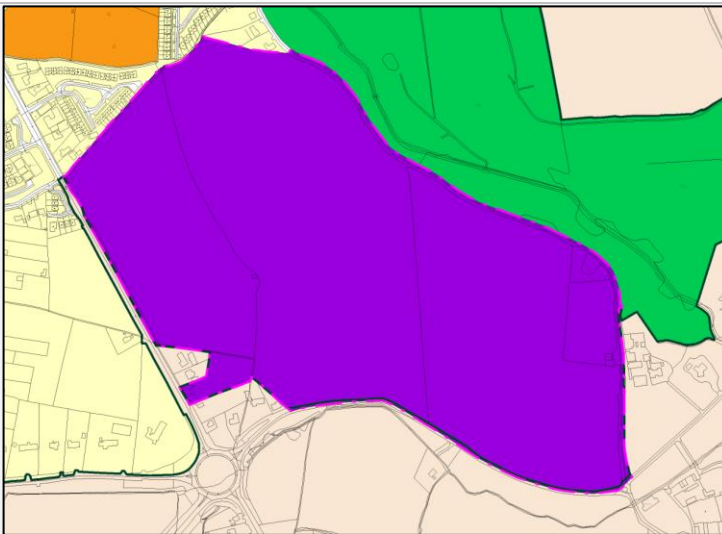
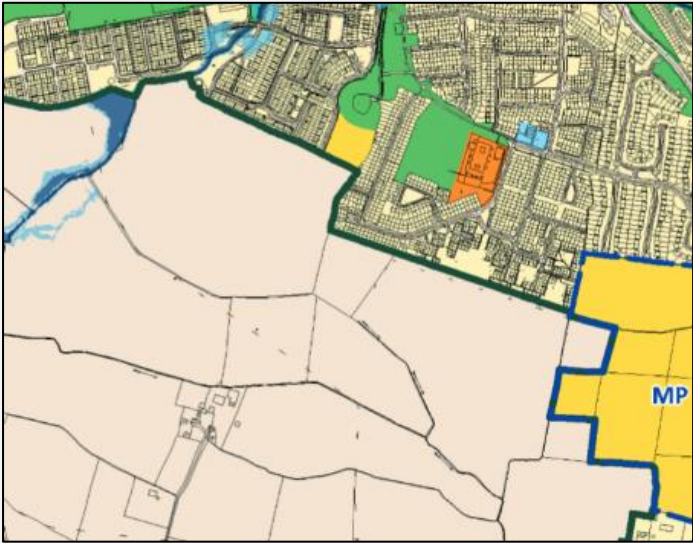
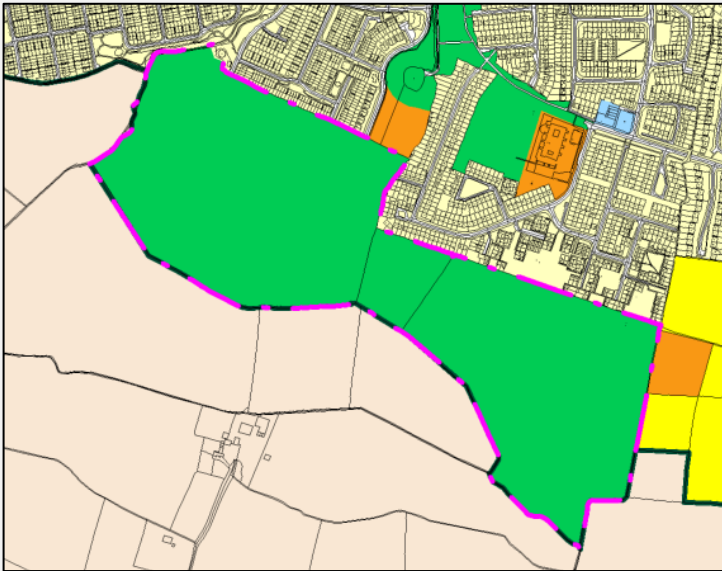
Proposed Dunboyne/Clonee/ Pace Amendment No. 3	NOM 106 - Damien O'Reilly	<p>Revise the Land Use Zoning map for Dunboyne and Clonee and incorporate Bennetstown Dunboyne within the town boundary.</p>  <p><i>Land Use Zoning as per draft (RA Rural Area)</i></p>	<p>Revised as follows:</p>  <p><b>Amended Zoning Map – A1 and F1 zoning (F1 zoning is located in a Flood Zone)</b></p>	No significant impacts
Proposed Dunboyne/Clonee/ Pace Amendment No. 4	NOM 108 - Damien O'Reilly	<p>Proposed amended land use zoning map showing TU changed to A2</p>  <p><b>Draft Plan zoning map</b></p>	 <p><b>Proposed amended zoning map – small change from TU to A2</b></p>	No significant impacts apparent



<p><b>Proposed Dunboyne/Clonee/Pace Amendment No. 2</b></p>	<p>MH-C5-129 Dunboyne Combined Residents Association</p>	<p>Proposed amendments to Vol 2 Dunboyne Written Statement</p>	<p>Amend DCE OBJ 22 as follows:</p> <p>To support and facilitate the delivery of transport infrastructure and measures set out in the <b>Dunboyne and Environs</b> Transportation Study for Dunboyne and Environs (Aecom Transport Consultants)</p>	<p>No significant impacts apparent</p>
<p><b>Proposed Dunboyne/Clonee/Pace Amendment No. 5</b></p>	<p>MH-C5-247 <i>Declan Brassil &amp; Co on behalf of Hickwell Limited, Hickcastle Limited &amp; Hub Management Company Limited By Guarantee</i></p> <p>(MH-C5-1018 Lawrence Ward)</p>	<p>It is recommended Land Use Zoning map is amended to correctly show the indicative road routes through MP2 and MP3 on the Dunboyne-Clonee-Pace Land Use Zoning Map.</p>  <p><i>Draft land use zoning map</i></p>	 <p><b>Proposed amended land use zoning map</b></p>	<p>No significant impacts apparent</p>
<p><b>Proposed Dunboyne/Clonee/Pace Amendment No. 6</b></p>	<p>MH-C5-799 <i>Declan Brassil &amp; Co on behalf of Sean Boylan</i></p>	<p>It is recommended that the indicative road layout is updated to the alignment permitted as per planning reference no. RA/180561.</p>  <p><i>Draft Plan Zoning</i></p>	 <p><b>Proposed Amended Zoning</b></p>	<p>No significant impacts apparent</p>


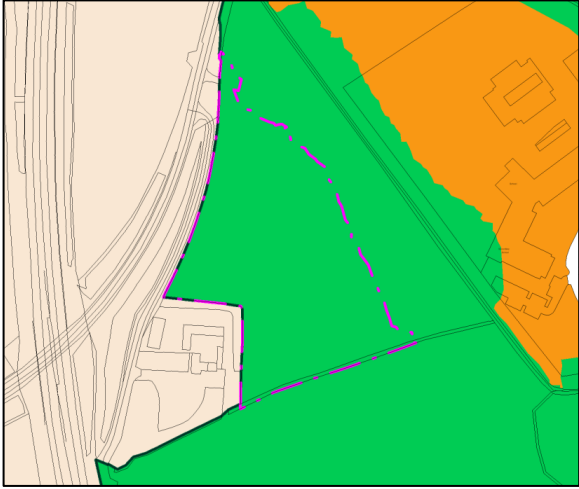
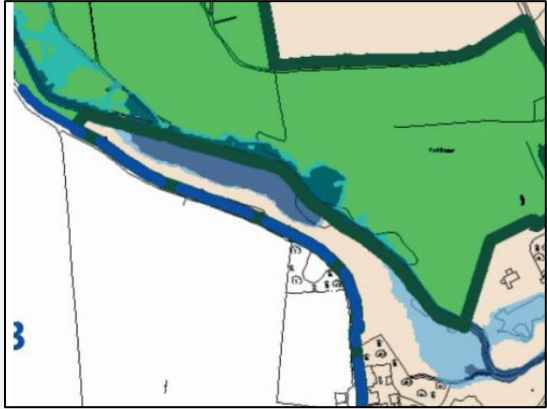
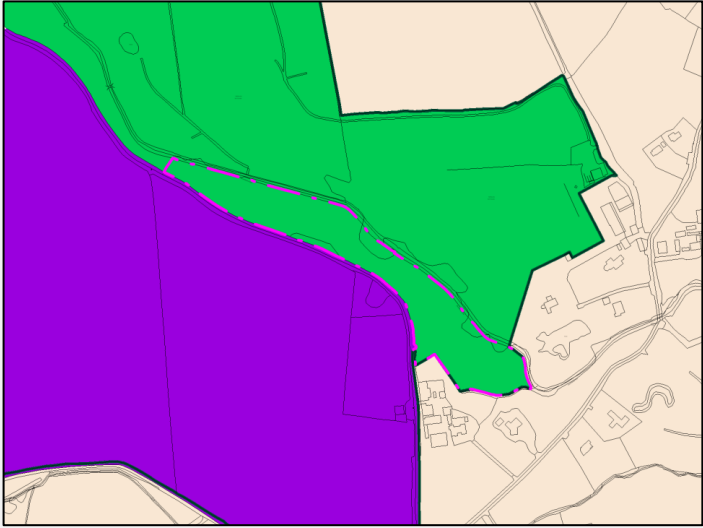
<p><b>Proposed Dunboyne/Clonee/Pace Amendment No. 7</b></p>	<p>MH-C5-829 <i>Brock McClure Planning &amp; Development Consultants on behalf of Rennar Ltd</i></p>	<p>It is recommended that CER OBJ 1 Future Gateway Building is reinstated;</p> <p><b>‘To provide a single landmark building of significant architectural merit to replace the existing Herbal Medicine facilities in Dunboyne which could include the provision of integrated holistic medical care, research and educational facilities as part of the continued development of Dunboyne Herbs. The building shall be accommodated on lands outside the designated Flood Plain lands, identified on the land use zoning map. Any application submitted with respect to the subject lands shall be accompanied by a suitably detailed Flood Risk Assessment and Management Plan. The associated primary residence of Dunboyne Herbs shall also be provided for as part of the relocation of the business.</b></p> <p>Also reinstate the <b>Future Gateway Building emblem</b> onto the Dunboyne-Clonee-Pace Zoning Objectives Map.</p>	 <p><b>Amended Zoning – future gateway building</b></p> <p>And reinstate <b>CER OBJ 1</b></p>	<p>Supports the goals of the Climate Action Strategy in relation to flood risk mitigation (P9)</p>
<p><b>ASHBOURNE</b></p>				
<p><b>Proposed Ashbourne Amendment No. 5</b></p>	<p>MH-C5-384 <i>Declan Brassil &amp; Co on behalf of the Adroit Company</i></p>	<p>It is recommended that the central portion of lands is rezoned from R/A Rural Area to G1 Community Infrastructures to provide for supporting community facilities for the MP1 residential zoned lands.</p>  <p><b>Draft Plan Zoning</b></p>	 <p><b>Proposed Amended Zoning from RA to G1</b></p>	<p>No significant impacts apparent</p>
<p><b>Proposed Ashbourne Amendment No. 6</b></p>	<p>MH-C5-411 <i>Hendrik W van der Kamp Town Planner on behalf of Martin Hoste Family</i></p>	<p>It is recommended that the subject lands should be rezoned from ‘Future land use of these lands to be agreed as part of the Masterplan’ to E1/E3 (Strategic Employment Site).</p>		<p>No significant impacts apparent</p>





		 <p><b>Draft Plan Zoning</b></p>	 <p><b>Proposed Amended Zoning from Star Objective to E1/E3</b></p>	
<p><b>Proposed Amendment Chapter 7.5</b></p>	<p>MH-C5-611 <i>The Planning Partnership</i></p>	<p>Amend Policy no. SOC POL 41 as follows:</p> <p>SOC POL 41 <i>'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.'</i></p>		No significant impacts apparent
<p><b>Proposed Ashbourne Amendment No. 7</b></p>	<p>NOM 111 – <i>Tobin, Tormey, Jamal Smith and O'Neill</i></p> <p>Grouped Themed Submission No. 2 <b>Ashbourne Public Park</b></p> <p>(FTF) NOM 34 – Alan Tobin</p>	<p>To zone attached lands (33 hectares) to F1 Open space, with a view to create a public park, the Killegland Biodiversity Park.</p>  <p><b>Draft Plan RA zoning</b></p>	<p>Revised as follows:</p>  <p><b>Proposed amended zoning from RA to F1 Open Space</b></p>	No significant impacts apparent

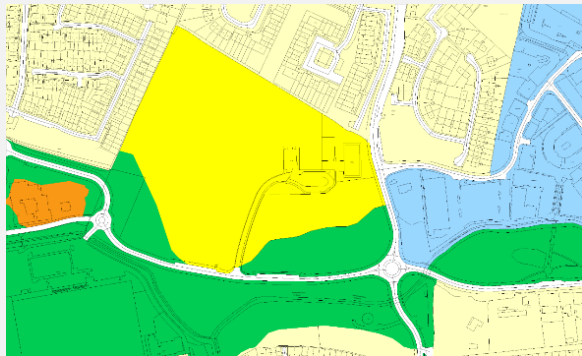
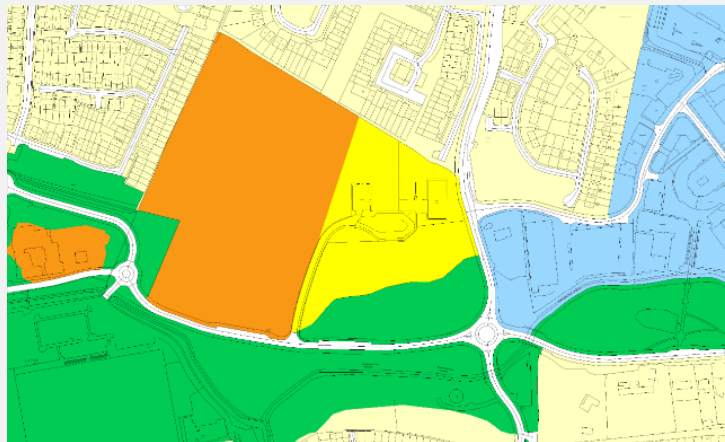
<p><b>Proposed Ashbourne Amendment No. 8</b></p>	<p>NOM 112 – <i>Cllrs Tobin, Tormey, Jamal Smith and O'Neill</i></p> <p>Grouped Themed Submission No. 5 <b>Lands adjacent to Churchfield</b></p>	<p>To rezone this 3 acre site, that has a protected structure, the Killegland graveyard, from residential A2 to F1 open Space . <b>Draft Plan zoning map</b></p> 	<p>Revised as follows:</p>  <p><b>Proposed amended zoning map – A2 changed to G1</b></p>	<p>No significant impacts apparent</p>
<p><b>Proposed Ashbourne Amendment No. 8</b></p>	<p>NOM 114 – <i>Cllrs Tobin, Tormey, Jamal Smith and O'Neill</i></p> <p><i>MH-C5-341</i></p>	<p>To zone serviced lands to the west end of the current Churchfields development from R/A to A2</p>  <p><b>Land Use Zoning as per draft MCC CDP (RA Rural Area)</b></p>	<p>Accepted and revised as follows:</p>  <p><b>Proposed Zoning following Special Planning Meeting (A2 New Residential)</b></p>	<p>No significant impacts apparent</p>
<p><b>Proposed Ashbourne Amendment No. 9</b></p>	<p>NOM 116 - <i>Cllr Tobin Tormey, Jamal, Smith and O'Neill</i></p> <p><i>MH-C5-144</i></p>	<p>It is recommended to rezone the lands from General Enterprise &amp; Employment E2 to F1 Open Space.</p>	<p>Accepted as follows:</p>	<p>No significant impacts apparent</p>





		 <p>Land Use Zoning as per draft MCC CDP (E2 Enterprise &amp; Employment)</p>	 <p>Proposed Zoning following Special Planning Meeting (from E2 to F1 Open Space)</p>	
<p><b>Proposed Ashbourne Amendment No. 10</b></p>	<p>NOM 121 – <i>Alan Tobin</i></p>	<p>It is recommended to rezone the narrow strip of lands along the north eastern boundary of the employment lands (MP3) and to the southwest of Ashbourne Golf Club outlined below from 'RA Rural Area to H1 High Amenity.</p>  <p>Land Use Zoning as per draft MCC CDP (RA Rural Area))</p>	<p>Revised as follows;</p>  <p>Proposed Zoning following Special Planning Meeting (F1 Open Space)</p>	<p>No significant impacts apparent</p>
<p><b>Proposed Ashbourne Amendment No. 2</b></p>	<p>NOM 122 – <i>Alan Tobin</i></p>	<p>It is recommended to insert an objective into the Ashbourne Written Statement</p> <p><b>ASH OBJ XX 'To seek to improve pedestrian and cycling infrastructure between Ratoath and Ashbourne'.</b></p>		<p>Supports the goals of the Climate Action Strategy in relation to active transport (M2)</p>
<p><b>Proposed Ashbourne Amendment No. 11</b></p>	<p>NOM 123 – <i>Alan Tobin</i></p>	<p>Insert 2 arrows on the Ashbourne Map to indicate potential access on the Land use Zoning Map and also insert an objective to prevent lands from becoming landlocked;</p> <p><b>ASH OBJ XX "To ensure that access to all zoned lands is provided for and that no zoned lands become landlocked"</b></p>	<p>Revise map and insert objective as follows:</p> <p><b>ASH OBJ XX "To ensure that access to all zoned lands is provided for and that no zoned lands become landlocked"</b></p>	<p>No significant impacts apparent</p>


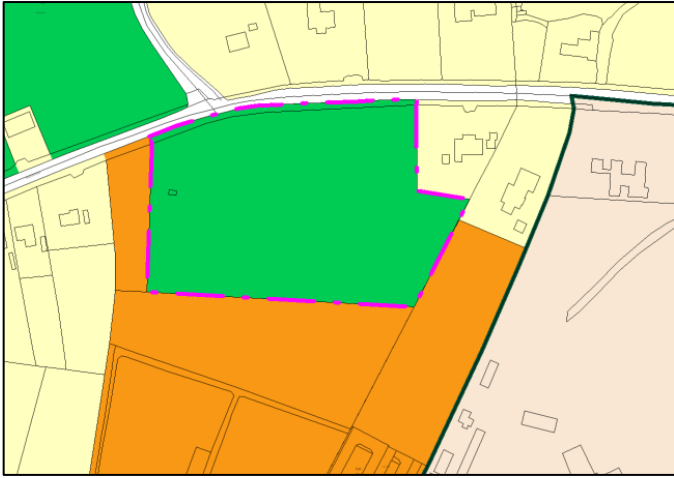

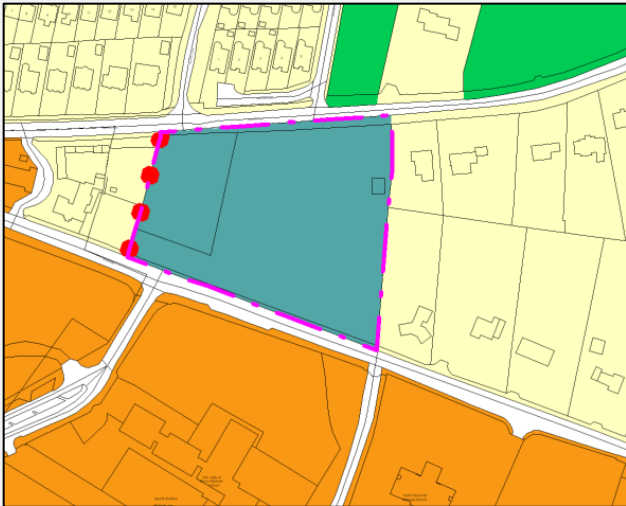
		 <p><b>Draft LUZ Map</b></p>	 <p><b>Amended Zoning Map showing 2 arrows</b></p>	
<p><b>Proposed Amendment Chapter 11.1</b></p> <p><b>Proposed Ashbourne Amendment No. 12</b></p>	<p>MH-C5-761 <i>John Spain &amp; Associates on behalf of Production Solutions</i></p>	<p>The following recommendations are made;</p> <ol style="list-style-type: none"> <li>1. To provide for proposals such as that proposed in this submission it is recommended that <b>‘bona fide ancillary tourism residential’</b> and <b>‘holiday home’</b> should be inserted into the ‘open for consideration’ uses for D1 Tourism in Section 11.16.7 ‘Land Use Zoning Categories’ in Chapter 11.</li> <li>2. A section of land to the northeast and northwest of the Pillo Hotel is recommended to be rezoned <b>from E2 General Enterprise and Employment to D1 Tourism</b> to provide for commensurate onsite supporting residential accommodation for transient staff and tourists.</li> <li>3. It is recommended that a section of the lands to the north of the Rath Roundabout be <b>rezoned from D1 Tourism to E2 General Enterprise and Employment</b> to facilitate employment access to the lands to the north.</li> <li>4. Owing to the amended zonings an updated Masterplan will now be required and it is recommended that this is referenced in Section 6 ‘Masterplans’ the Written Statement for MP2. <del>‘Agreed 2013’</del> should be replaced with <b>‘Awaiting preparation’</b> in the status while in the Description <del>‘A Master Plan was prepared for these lands by the Council in 2013 which sets out a conceptual layout for the development of these lands however owing to the passage of time and amended zoning an updated Masterplan will now be required. Due to the configuration of the lands, access to the Ballymadun Employment Lands in Fingal, may be provided via the Rath roundabout and the Council will liaise with Fingal County Council in this regard’.</del></li> </ol>		<p>No significant impacts apparent</p>

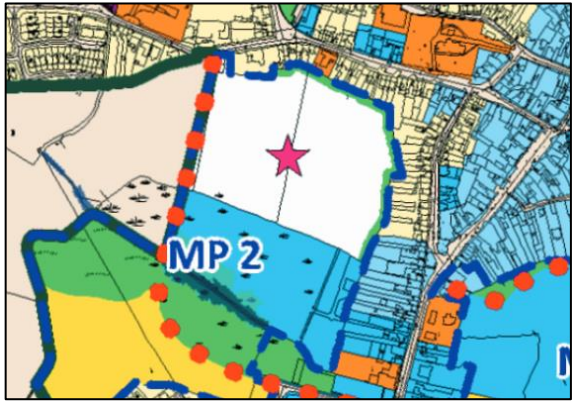
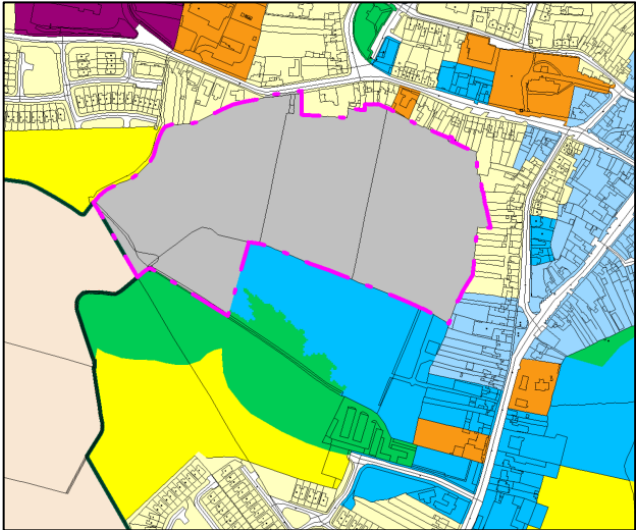

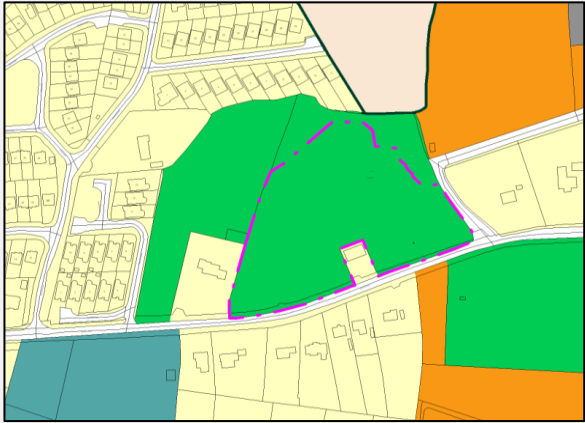


		<p>5. Owing to the rezoning of a quantum of the lands to Tourism purposes and the development proposals for same it is considered that a new Strategic Employment Site should be designated within Ashbourne. Please refer to submission no. MH-C5-411 in relation to the proposed new Strategic Employment Site designation to the southeast of the town. The 'Strategic Employment Site' label should be removed from the MP 1 lands in this regard.</p>	 <p><b>Draft Plan Zoning</b></p>	 <p><b>Proposed Amended Zoning from E2 to D1</b></p>	
<p><b>Proposed Ashbourne Amendment No. 13</b></p>	<p>MH-C5-834 Cllr Alan Tobin</p>	<p>It is recommended that the portion of the site to which AA/191243 relates should be rezoned from A2 New Residential to G1 Community Infrastructure – school permitted on same.</p>	 <p><b>Draft Plan Zoning</b></p>	 <p><b>Proposed Amended Zoning</b></p>	<p>No significant impacts apparent</p>
<p><b>Proposed Ashbourne</b></p>	<p>(FTF) NOM 32 Cllr. Damien O'Reilly</p>	<p>Amend portion of land within Ashbourne Business Park from E2 General Enterprise &amp; Employment to E1 High Technology uses</p>			<p>No significant impacts apparent</p>

Amendment No. 14		 <p>Draft Land Use Zoning Map</p>	 <p>Proposed Amended Land Use Zoning Map</p>	
Proposed Ashbourne Amendment No. 15	(FTF) NOM 33 Cllr. Alan Tobin	<p>Amend site at Ashbourne Business Park from E2 to E1</p>  <p>Draft Plan zoning</p>	 <p>Proposed amended zoning from E2 to E1</p>	No significant impacts apparent
<b>KELLS</b>				
Proposed Kells Amendment No. 1	NOM 126 – Cllrs. Sean Drew, Sarah Reilly, Eugene Cassidy, and Paul McCabe.	Insert objective in relation to retail outlet into the Kells Written Statement	<p>Amended to include the following objective on Retail to be inserted into the Kells Written Statement:</p> <p><b>Meath County Council, together with the promoter of the project, will undertake a detailed evidence based assessment for a retail outlet in Kells, on a zoned site within or immediately adjacent the town centre that can generate commercial synergies with the established town centre, having regard to the provisions of the Retail Planning Guidelines 2012 and all relevant national and regional guidance and policy documents. The outcome of the assessments will be incorporated in the Draft Kells LAP, or a variation of the County Development Plan, as may be appropriate.</b></p>	No significant impacts apparent



<p><b>Proposed Kells Amendment No. 3</b></p>	<p>(FTF) NOM 43 Cllr. Sarah Reilly</p> <p>(FTF) NOM 52 Cllrs Drew, Bray &amp; McCabe</p> <p><i>(FTF) NOM 47 Cllrs Drew, Cassidy, McCabe, Bray, Sarah Reilly</i></p>	<p>Amend the zoning from A2 to F1</p>  <p><b>Draft Plan zoning map</b></p>	<p>Amend as follows:</p>  <p><b>Proposed amended zoning map – A2 changed to F1</b></p>	<p>No significant impacts apparent</p>
<p><b>Proposed Kells Amendment No. 4</b></p> <p><b>Proposed Amendment Chapter 4.9</b></p>	<p>NOM 128 - Sean Drew</p> <p>MH-C5-685</p>	<p>To designate lands from C1 to D1 tourism.</p>  <p><b>Draft Plan zoning Map</b></p>	 <p><b>Proposed amended zoning map – C1 changed to D1</b></p> <p>Objective for road (MH-C5-685) revised as follows as per NOM 128</p> <p><b>‘KEL OBJ 17 – to promote and facilitate the delivering of a link road between the R163 and R147 at the Town parks, Zoned D1, north of the Navan Road, in conjunction with a tourism related development. The specific location of the link road will be determined as part of any future planning application’.</b></p> <p><b>ED OBJ XX To undertake a review of the Meath County Retail Strategy 2020-2026, over the life of the Development Plan.</b></p>	<p>The delivery of additional road infrastructure is likely to work against the goals of the Climate Action Strategy (while recognising the opportunity to promote tourism as a result from the related development).</p>

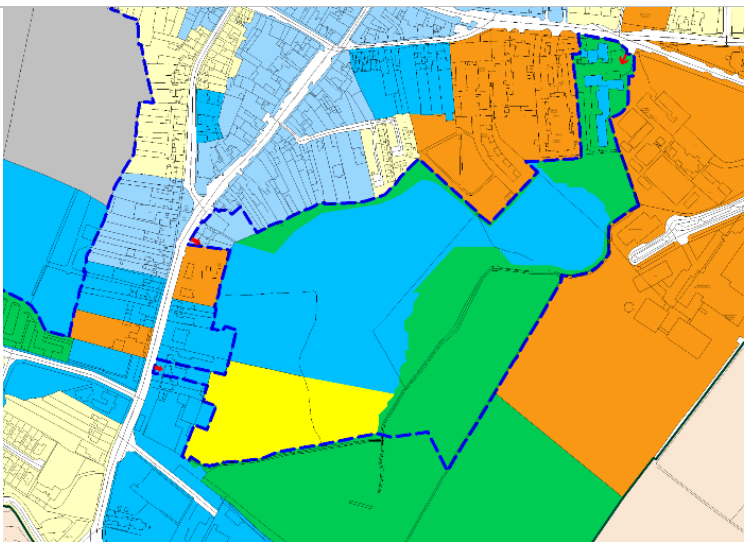
<b>Proposed Kells Amendment No. 5</b>	(FTF) NOM 44 Cllrs. Sean Drew, Mike Bray, Paul McCabe, Eugene Cassidy  (MH-C5-226)	<p>To amend the zoning of the Star Objective lands (The Frontlands) to White Land</p>  <p>Land Use Zoning as per draft MCC CDP (Masterplan) note this was proposed to be zoned for D1 Tourism as per CE Report</p>	 <p>Proposed Zoning following Special Planning Meeting (WL White Lands)</p>	No significant impacts apparent
<b>Proposed Kells Amendment No. 6</b>	(FTF) NOM 45 Cllrs. McCabe, Drew, Bray, Cassidy	<p>This NOM seeks the rezoning of lands from A2 New Residential in the draft CDP to F1 Open Space</p>  <p>Land Use Zoning as per draft MCC CDP (A2 New Residential)</p>	 <p>Proposed Zoning following Special Planning Meeting (F1 Open Space)</p>	No significant impacts apparent
<b>Proposed Kells Amendment No. 7</b>	(FTF) NOM 46 Cllr Bray, McCabe, Drew & Cassidy	<p>NOM sought the rezoning of lands from A2 New Residential to E2 General Enterprise &amp; Employment</p>	Accepted as follows:	No significant impacts apparent

		 <p><i>Land Use Zoning as per draft MCC CDP (A2 New Residential)</i></p>	 <p><b>Proposed Zoning following Special Planning Meeting (E2 Enterprise &amp; Employment)</b></p>	
<b>Proposed Kells Amendment No. 3</b>	(FTF) NOM 47 Cllrs. Drew, Cassidy, McCabe & Bray	NOM sought the rezoning of lands from R/A Rural Area in the draft CDP to A2 New Residential  <p><i>Land Use Zoning as per draft MCC CDP (RA Rural Area)</i></p>	Revised as follows:  <p><i>Proposed Zoning following Special Planning Meeting (A2 New Residential)</i></p>	No significant impacts apparent
<b>Proposed Kells Amendment No. 6</b>	FTF) NOM 49 – Cllrs Drew, Cassidy, McCabe, Bray  MH-C5-523	NOM sought the rezoning of lands previously from RA Rural Area in the draft CDP to A2 New Residential		No significant impacts apparent



		 <p><b>Draft Plan Land Use Zoning (RA Rural Area)</b></p>	 <p><b>Proposed Zoning following Special Planning Meeting (A2 New Residential &amp; A1 Existing Residential)</b></p>	
<b>Proposed Kells Amendment No. 8</b>	MH-C5-246 Declan Brassil & Co on behalf of Michael McKeon	<p>It is recommended that the zoning should be amended from A1 Existing Residential to C1 Mixed Use.</p>  <p><b>Draft LUZ Map</b></p>	 <p><b>Proposed amended LUZ Map</b></p>	No significant impacts apparent
<b>Proposed Kells Amendment No. 9</b>	MH-C5-550 <i>Declan Brassil &amp; Co on behalf of Arceus Developments Ltd.</i>	<p>Extend Masterplan boundary to include 2 new roadways onto Bective street and Headfort place – reflect applications.</p> <p>Insert arrows to demonstrate location of roadways as per item no. 1</p>		The delivery of additional road infrastructure is likely to work against the goals of the Climate Action Strategy (while recognising the opportunity to improve connectivity to Bective Street and Headfort Place in Kells).





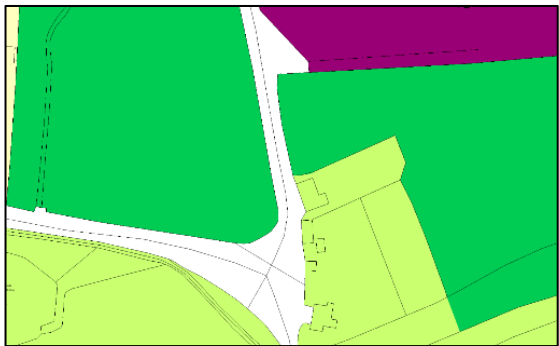
Road Entrance Locations and MP boundary

**TRIM**

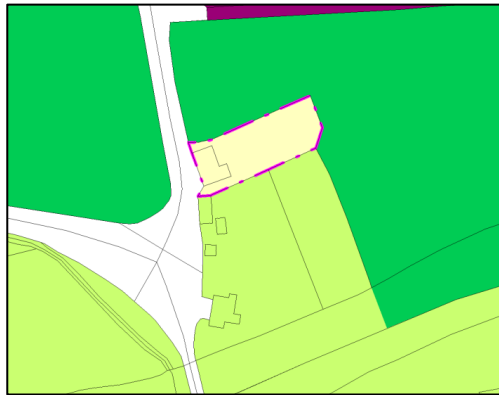
**Proposed Trim  
Amendment No. 2**

MH-C5-137  
*Paula Lynch*

It is recommended to rezone the existing residence from  
H1 High Amenity to A1 Existing Residential.



**Draft Plan Zoning**



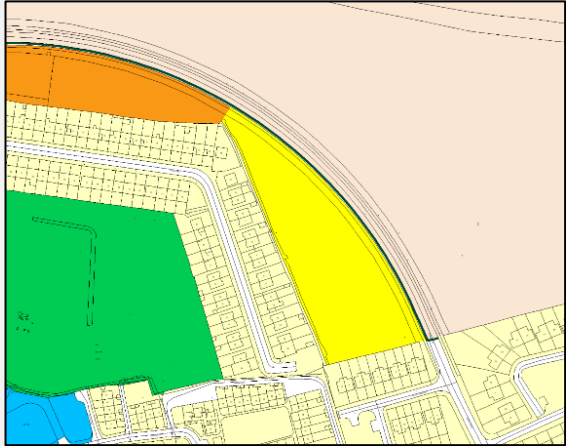
**Proposed Amended Zoning -A1 Existing Residential**

No significant impacts apparent

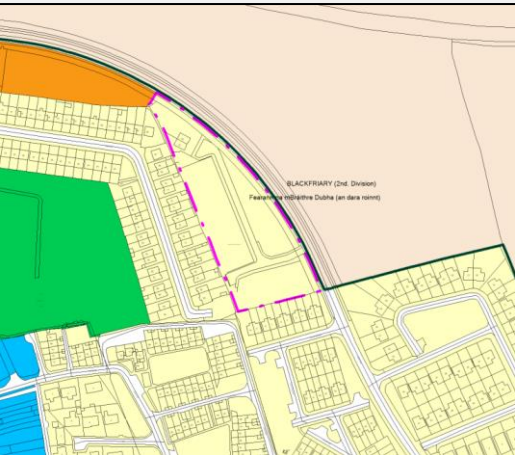
**Proposed Trim  
Amendment No. 3**

MH-C5-368  
*Shannon Homes Ltd.*

It is recommended to amend zoning of Plot 1 from A2 New  
Residential to A1 Existing Residential


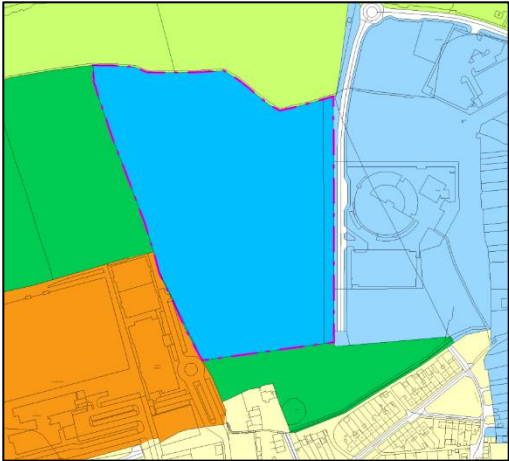
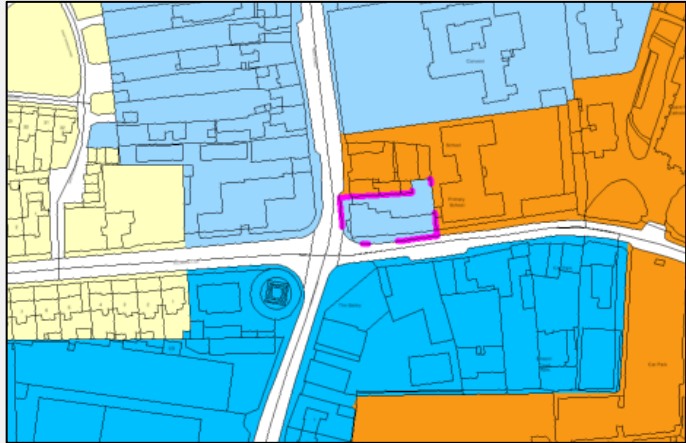
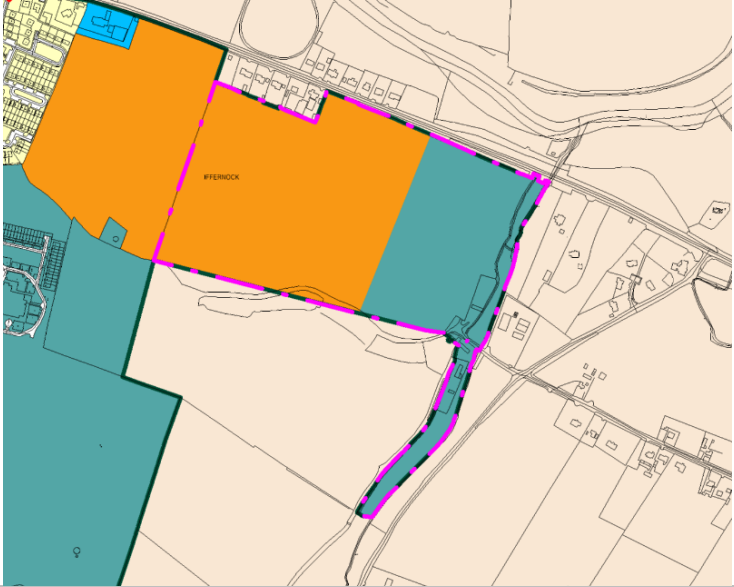
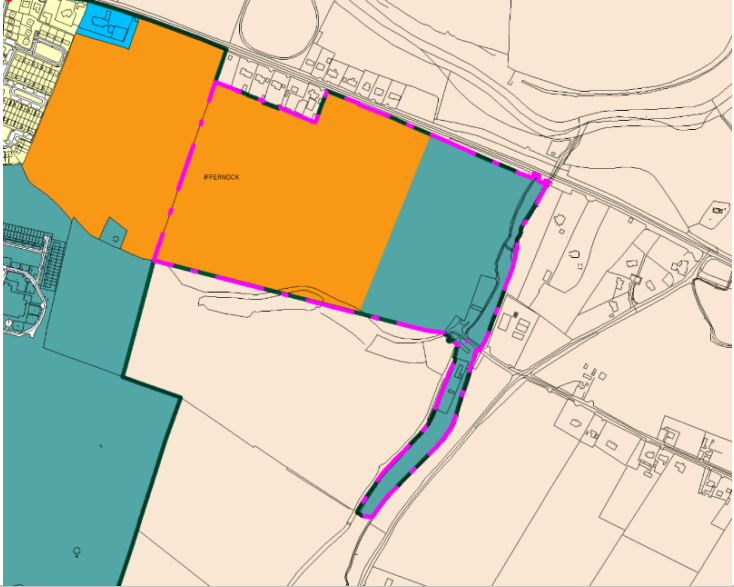


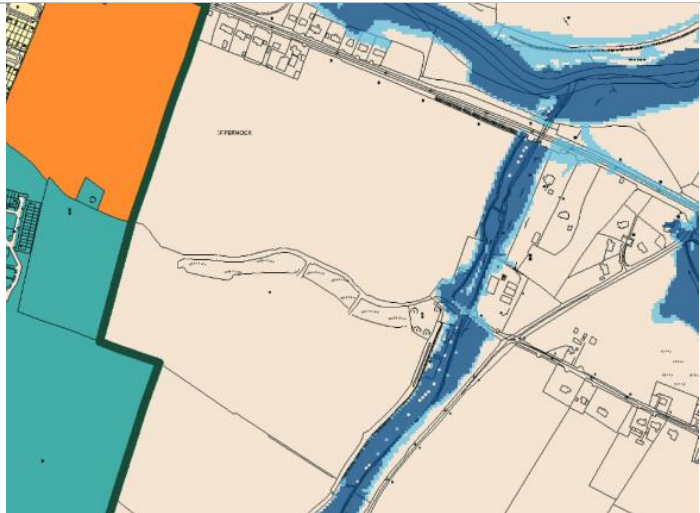
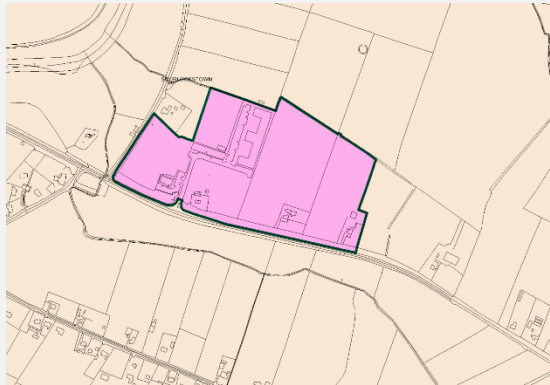
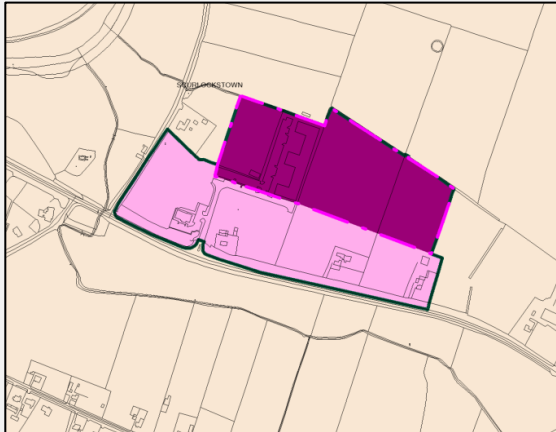

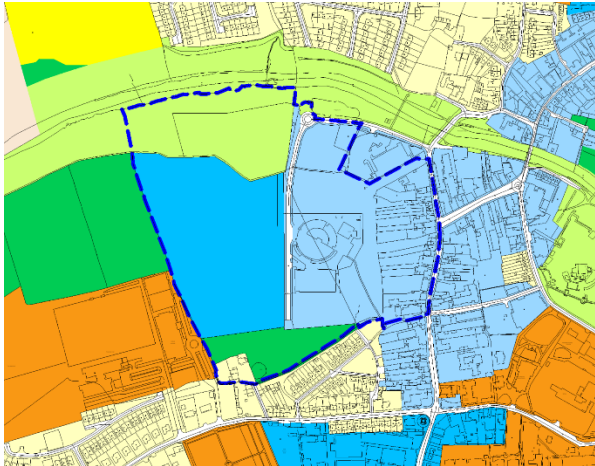
**Draft Plan Zoning**




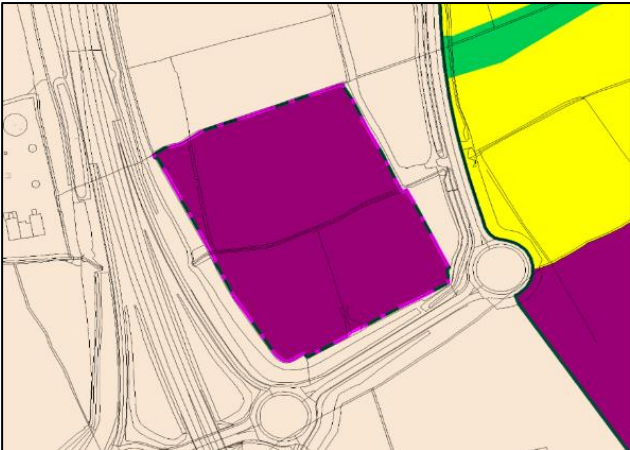
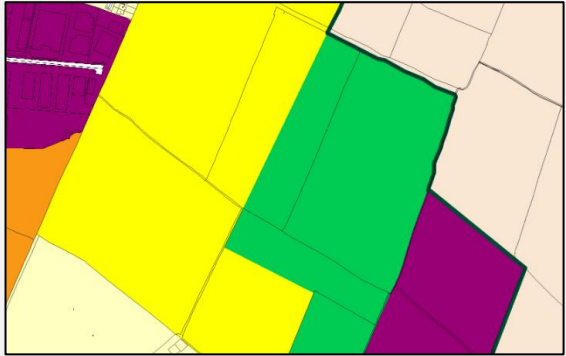
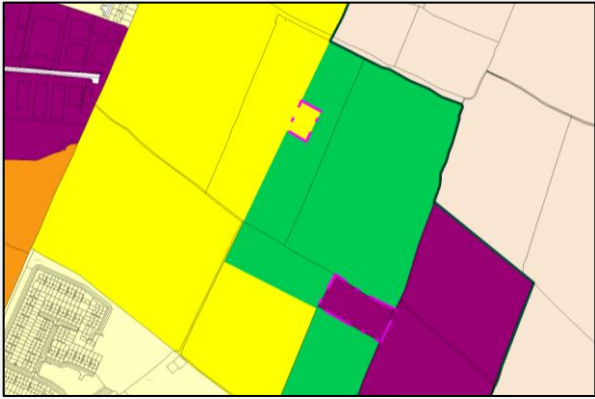
**Proposed Amended Zoning - from A2 to A1**

No significant impacts apparent

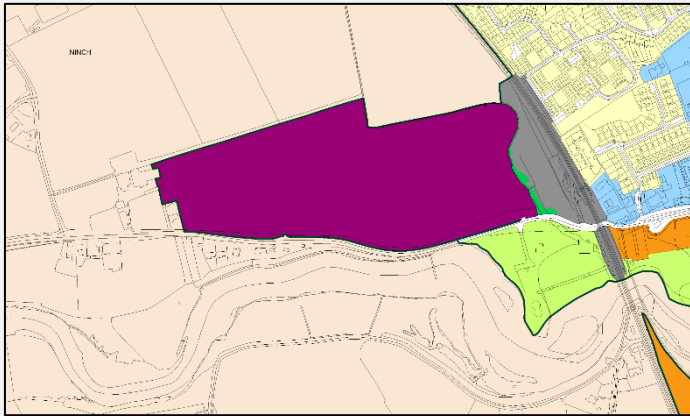
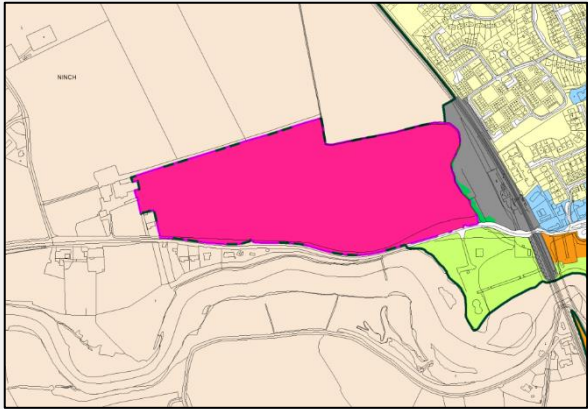
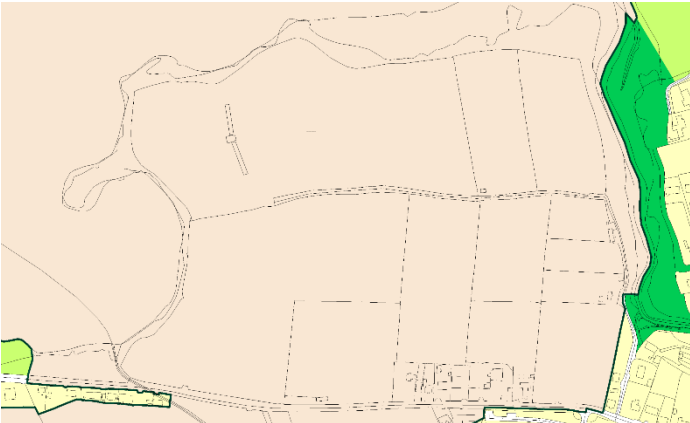
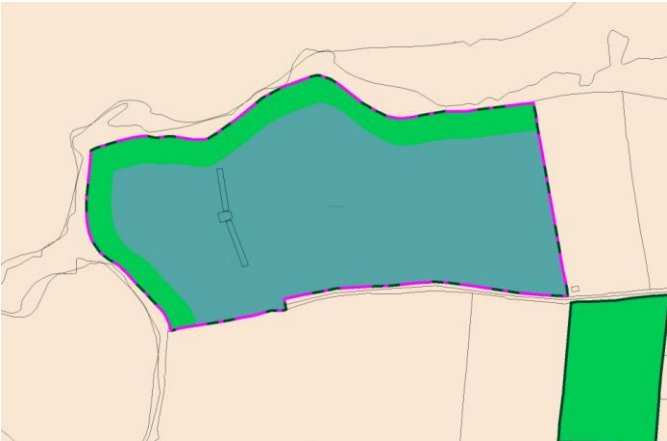
<b>Proposed Trim Amendment No. 4</b>	MH-C5-652 <i>Tom Phillips &amp; Associates on behalf of Leanort ULC</i>	It is recommended to amend the zoning of the B1 Town Centre to C1 Mixed Use.  <b>Draft Plan Zoning</b>	 <b>Proposed amended Zoning</b>	No significant impacts apparent
<b>Proposed Trim Amendment No. 5</b>	MH-C5-872 <i>Jim Brogan on behalf of CGG Investments Limited</i>	It is recommended that the lands should be rezoned from G1 Community Infrastructure to B1 Town Centre  <b>Draft Plan Zoning</b>	 <b>Proposed Amended Zoning</b>	No significant impacts apparent
<b>Proposed Trim Amendment No. 6</b>	(FTF) NOM 37 – Cllr Dempsey  (MH-C5-124)	Rezone tourism lands with old mill to split zoning between community and tourism. 		No significant impacts apparent

		 <p><b>Draft Plan Zoning</b></p>	<p><b>Proposed amended Land Use Zoning</b></p>	
<p><b>Proposed Trim Amendment No. 7</b></p>	<p>(FTF) NOM 38 Cllr. Aisling Dempsey</p> <p>(FTF) NOM 41 Cllr. Noel French,</p> <p>(FTF) NOM 39 Cllr Joe Fox.</p> <p>MH-C5-861</p>	<p>Rezone Scurlogstown Employment lands to E1 to the front and E2 to the rear.</p>  <p><b>Draft Plan Zoning</b></p>	 <p><b>Proposed amended zoning</b></p>	<p>No significant impacts apparent</p>
<p><b>Proposed Trim Amendment No. 8</b></p>	<p>(FTF) NOM 42 – Cllr. Joe Fox</p>	<p>Development of a Masterplan for the OPW building lands</p> 	 <p><b>Proposed zoning map showing MP boundary</b></p>	<p>No significant impacts apparent</p>
<b>DUNSHAUGHLIN</b>				
<p><b>Proposed Dunshaughlin Amendment No. 2</b></p>	<p>NOM 131 – Cllr. Gerry O'Connor</p>	<p>proposing that lands at "The Knocks" adjoining the development boundary of Dunshaughlin, and to the immediate east of junction 6 on the M3 Motorway which are currently unzoned , be zoned as E2 lands to facilitate</p>		<p>No significant impacts apparent</p>

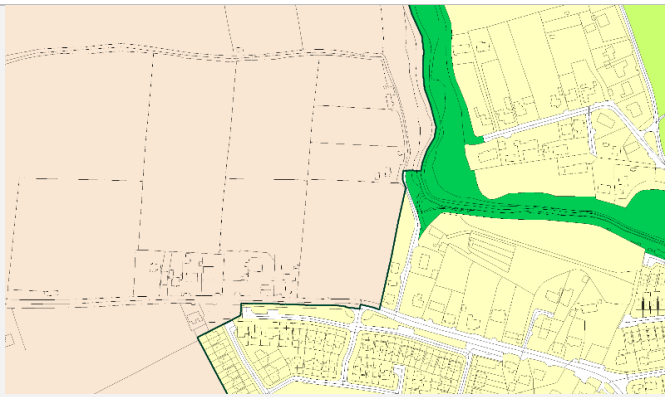
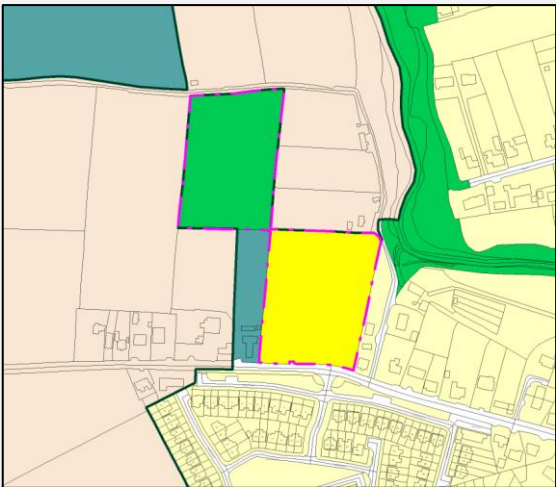

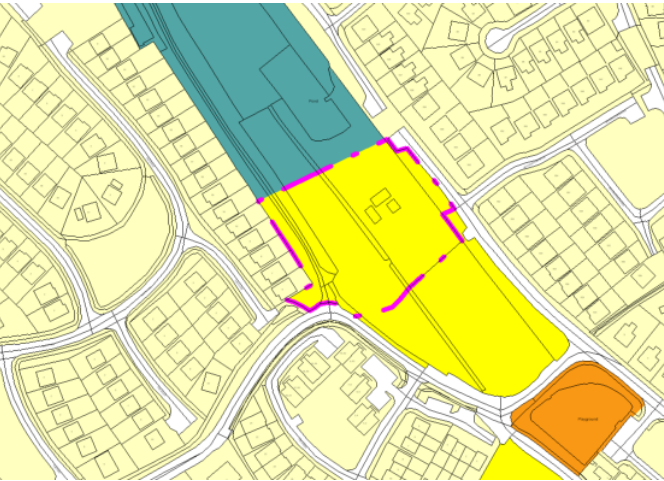



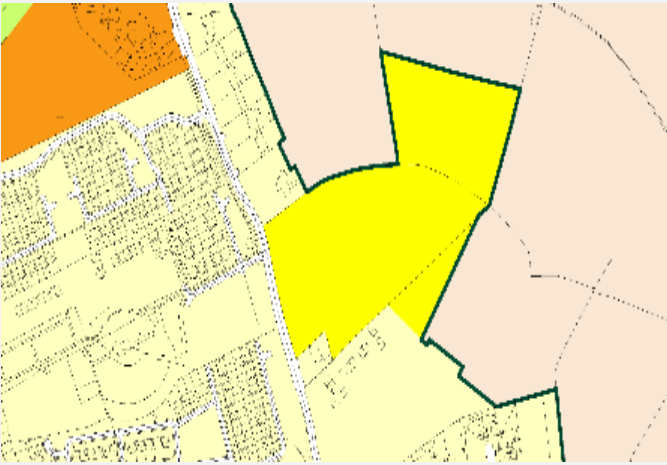
	<p>(FTF) NOM 54 Cllr. Gerry O'Connor</p> <p>MH-C5-574</p>	<p>the provision of an offline motorway service area, in accordance with the spatial Planning and National Roads Guidelines for Planning Authorities.</p>  <p><b>Land Use Zoning as per draft MCC CDP (RA Rural Area)</b></p>	<p>Revised as follows:</p>  <p><b>Proposed Zoning following Special Planning Meeting (E2 Enterprise &amp; Employment)</b></p>	
<p><b>Proposed Dunshaughlin Amendment No. 3</b></p>	<p>MH-C5-709 <i>John Spain Associates on behalf of Rockture Ltd</i></p>	<p>It is recommended that the zoning is changed from F1 Open Space to A2 New Residential and from F1 open space to E2 General Enterprise &amp; Employment</p>  <p><b>Draft Plan Zoning</b></p>	 <p><b>Proposed Amended Zoning</b></p>	<p>No significant impacts apparent</p>
<p><b>Proposed Amendment Chapter 4.15</b></p>	<p>(FTF) NOM 55 Cllr. Nick Killian</p> <p>MH-C5-633</p>	<p>Insert the following objective for Lagore House into the Dunshaughlin Written Statement:</p> <p><i>"To support the development and conversion of Lagore House and Farm, a historic building and protected structure (MH044107) part of the local cultural heritage, for use as a hotel with associated leisure, equine and private residential facilities. The existing walled garden and other vernacular farm buildings attached to Lagore House should be retained and converted as part of the development of the site subject to good planning and architectural conservation practice".</i></p>	<p>Revised to include the following objective:</p> <p><b>"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".</b></p> <p>To be inserted into Section 4.28.3 'Multi Experience Attractions' contained in Chapter 4.</p>	<p>No significant impacts apparent</p>

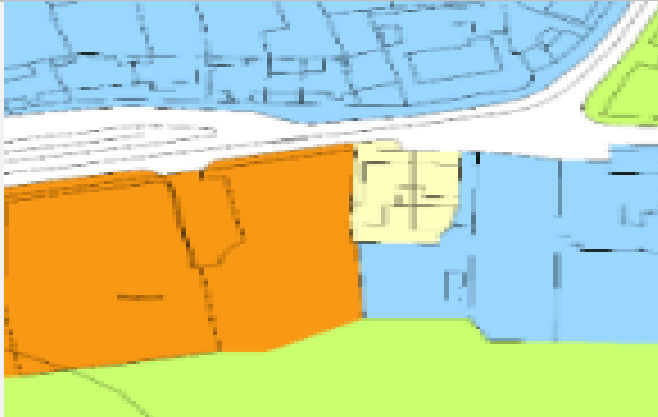
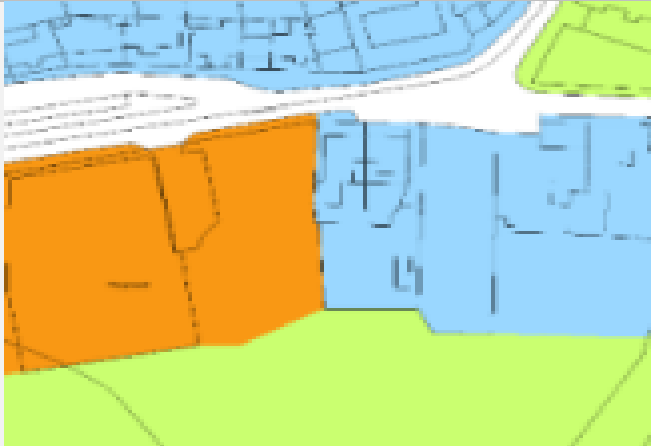
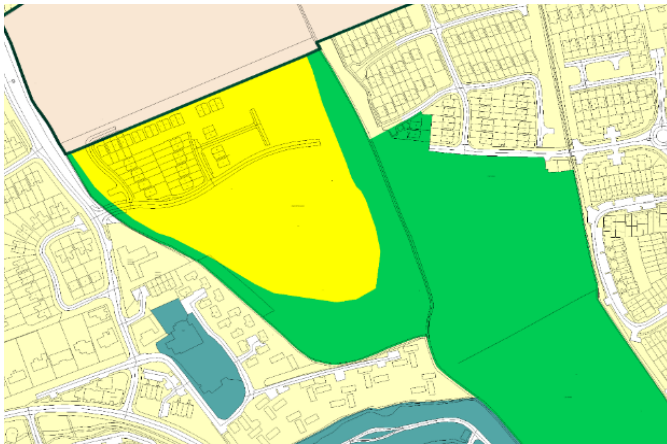
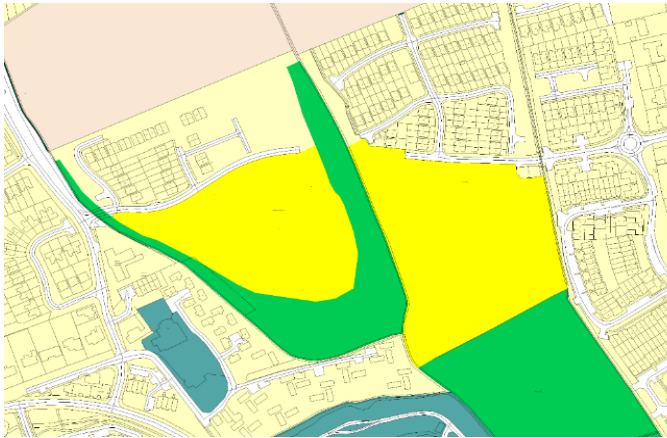
<b>Proposed Dunshaughlin Amendment No. 1</b>	(FTF) NOM 53 Cllr. Damien O'Reilly	Request to insert an objective into the Dunshaughlin Written Statement to support and encourage the development of Dunshaughlin Train Station incorporating park and ride facilities in conjunction with the with the results from the NTA's, Greater Dublin Area Transport Strategy consultation study.	Accepted as follows to be inserted into Dunshaughlin WS;  <b>POL: To support the provision of train station and associated parking in Dunshaughlin, as part of the Phase II Dublin to Navan Rail project proposal.</b>	Supports the goals of the Climate Action Strategy with regards to public transport and park and ride facilities (M5, P3, P5)

AMENDMENT NO.	SUBMISSION/ NOM/ (FTF) NOM NUMBERS	PROPOSED AMENDMENT		REVIEW AGAINST CLIMATE ACTION STRATEGY
<b>SETTLEMENTS TIER 4</b>				
<b>(EAST MEATH) BETTYSTOWN, LAYTOWN, MORNINGTON EAST, DONACARNEY, MORNINGTON</b>				
<b>Proposed Bettystown/Laytown/ Mornington/Donacarney Amendment No. 4</b>	(FTF) NOM 57 Cllr. Sharon Tolan  MH-C5-601	Amend E1 Strategic Employment Site to a dual E1/E2 Strategic Employment Site.   <b>Draft Plan Zoning</b>	 <b>Proposed amended zoning from E2 to E1/E2 (hybrid)</b>	No significant impacts apparent
<b>Proposed Bettystown/Laytown/ Mornington/Donacarney Amendment No. 5</b>	NOM 134 – Sharon Tolan  MH-C5-882	It is recommended that the zoning of the subject lands is amended from R/A to D1 Tourism.   <b>Draft Plan Zoning</b>	 <b>Proposed amended zoning to D1 Tourism with F1 Open Space buffer to the SAC/SPA</b>	No significant impacts apparent
<b>Proposed Bettystown/Laytown/ Mornington/Donacarney Amendment No. 6</b>	(FTF) NOM 's 58, 59 & 60 Cllrs. Sharon Tolan, Tom Behan & Stephen McKee (Revision of NOM 135 Cllr. Sharon Tolan)  MH-C5-30  Mh-C5-885	To zone the front field for A2 New Residential, the rear field for F1 Open space and retain the D1 Tourism zoning on the café/gift shop lands	Revised as follows:	No significant impacts apparent



		 <p><i>Land Use Zoning as per draft MCC CDP – RA Rural Area</i></p>	 <p><i>Proposed Zoning following Special Planning Meeting (A = A2 New Residential B= F1 Open Space C = D1 Tourism)</i></p>	
<b>Proposed Bettystown/Laytown/Mornington/Donacarney Amendment No. 7</b>	NOM 136 – <i>Sharon Tolan</i> <i>MH-C5-981</i>	<p>It is recommended that the A2 New Residential zoning is extended to include this small section of land to the northwest.</p>  <p><b>Draft Plan Zoning</b></p>	 <p><b>Proposed amended zoning – D1 to A2</b></p>	No significant impacts apparent
<b>Proposed Bettystown/Laytown/Mornington/Donacarney Amendment No. 8</b>	MH-C5-286 <i>Liz and Roger Pickett</i>	<p>1. East Meath Settlements Maps Volume 3 to be amended to mark locations of trees to be protected (which corresponds to Trees identified in HER OBJ 9 T1-T12 - Local Area Plan Bettystown-Laytown-Mornington East -Donacarney-Mornington 2014-2020). Trees identified linked to BLMD OBJ 16 – East Meath Written Statement</p>	<p>The trees T1-T12 are detailed on the East Meath Cultural &amp; Natural Heritage Maps which went on public display and will be included in the CDP 2021-2027 maps.</p>	No significant impacts apparent
<b>Proposed Amendment Chapter 11.1</b>	MH-C5-337 <i>Hughes Planning &amp; Development on behalf of Kevin &amp; Rosemary Nolan</i>	<p>Add <b>‘Sensitive re-use of existing structures’</b> to the Open for Consideration use on a H1 High Amenity zoning.</p>		No significant impacts apparent
<b>Proposed Bettystown/Laytown/</b>	MH-C5-178 <i>Noel O’Connor</i>	<p>It is recommended that these lands are zoned A2 New Residential. Reference to the preparation of a</p>		No significant impacts apparent

<p><b>Mornington/Donacarney Amendment No. 9</b></p>		<p>masterplan should be removed from the Written Statement and Land Use Zoning Map.</p> <div data-bbox="875 279 1501 716">  <p><b>Draft Plan Zoning</b></p> </div> <div data-bbox="1534 212 2157 709">  <p><b>Proposed amended zoning from Star Objective to A2 New Residential</b></p> </div>		
<p><b>Proposed Bettystown/Laytown/Mornington/Donacarney Amendment No. 2</b></p> <p><b>Proposed South Drogheda Amendment No. 6</b></p>	<p>MH-C5-736 <i>Fergus O'Dowd TD</i></p>	<ol style="list-style-type: none"> <li>1. Add objective to the East Meath written statement as follows:  <b>'To promote and facilitate the delivery of the schemes identified in the Laytown and Bettystown Walking and Cycling Study Preliminary Scheme Design Report carried out by ARUP in 2014 on behalf of Meath County Council in conjunction with NTA'.</b></li> <li>2. The Chief Executive supports the development of a new road bridge over the Boyne to connect the Dublin Road traffic South of Colpe Cross to the North of Drogheda. As noted, this must be carried out in agreement with Louth County Council. An indicative location will be identified in Map 35(a) of the Draft Plan book of maps. This location has been historically identified as the optimal location but will be assessed in greater detail as part of the preparation of a Transport Study and Joint Urban Area Plan for Drogheda.</li> </ol>		<p>Supports the goals of the Climate Action Strategy with regards to encouraging active transport (M2, P6)</p>
<p><b>Proposed Bettystown/Laytown/Mornington/Donacarney Amendment No. 10</b></p>	<p>MH-C5-779 <i>James Gilna</i></p>	<p>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.</p>		<p>No significant impacts apparent</p>

		 <p><b>Draft plan zoning</b></p>	 <p><b>Proposed amended zoning</b></p>	
<p><b>Proposed Bettystown/Laytown/Mornington/Donacarney Amendment No. 11</b></p>	<p>MH-C5-833 <i>Corr &amp; Associates Spatial Planning on behalf of Bernard Carroll</i></p>	<p>It is recommended that the zoning be amended from F1 Open Space as detailed in the Draft Plan to A2 New Residential.</p> <p>In the current local area plan, the lands are zoned for A2 New Residential purposes. In the Draft Plan the lands were zoned for F1 Open Space as a detailed Flood Risk Assessment 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 Flood Risk Assessment and Justification Test. On the basis of this grant of permission, it is considered that the lands should therefore be zoned as per the existing plan, A2 New Residential. It should however be noted that not all of the subject site can be developed for housing as there is a very large attenuation area located to the south and east of the subject lands.</p>		<p>Supports the goals of the Climate Action Strategy with regards to flood risk resilience (P9)</p>
		 <p><b>Draft plan zoning</b></p>	 <p><b>Proposed amended zoning from F1 to A2</b></p>	
<p><b>Proposed Bettystown/Laytown/</b></p>	<p>MH-C5-963 <i>Laura Halpin</i></p>	<p><b>Site 1</b> is not associated with the residential development to the south and the A1 zoning does not</p>		<p>No significant impacts apparent</p>

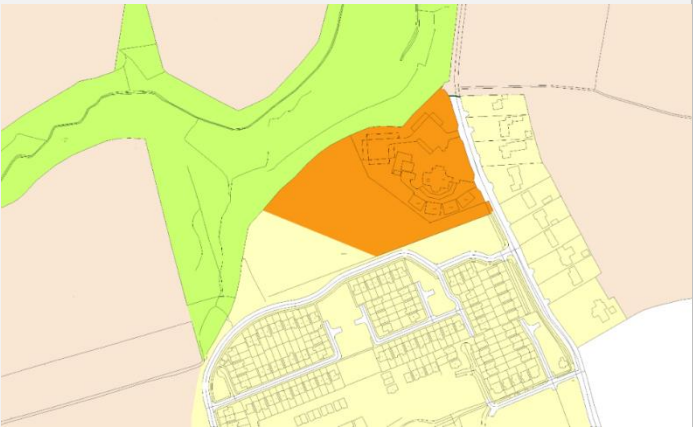


Mornington/Donacarney  
Amendment No. 12 & 13

follow any boundary on the ground. It is considered more appropriate to extend the existing G1 community Infrastructure zoning from the site frontage to cover these lands.

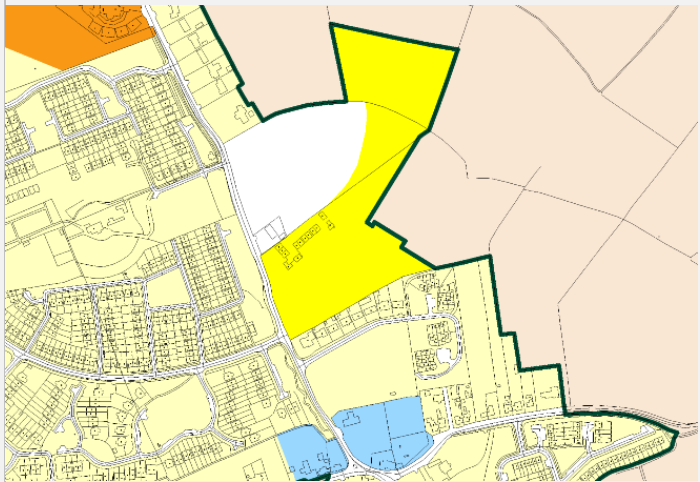
Phase 1 of **Site no. 2** is substantially complete as per Planning Reference no. SA/900673 (49 dwelling units) and should therefore be rezoned from A2 New Residential to A1 Existing Residential.

Site no. 1



**Draft plan zoning**

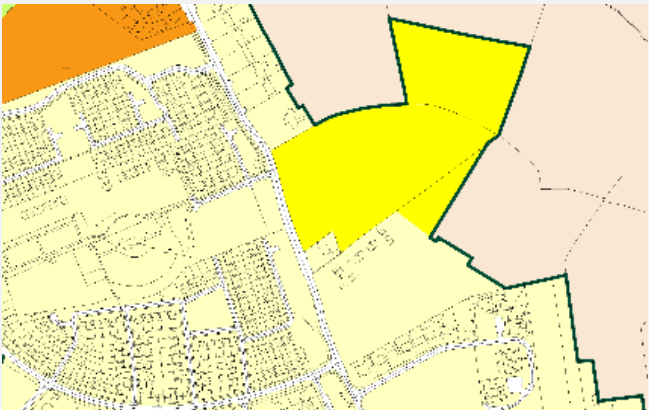
Site no. 2



**Draft land use zoning map**



**Proposed amended zoning – zoning changed from A1 to G1**



**Proposed amended land use zoning map – zoning changed from A2 to A1**

**RATOATH**

**Proposed Ratoath  
Amendment Numbers  
3 & 4**

(FTF) NOM 63 (Amendment  
of original NOM 142) – *Cllr.  
Nick Killian*

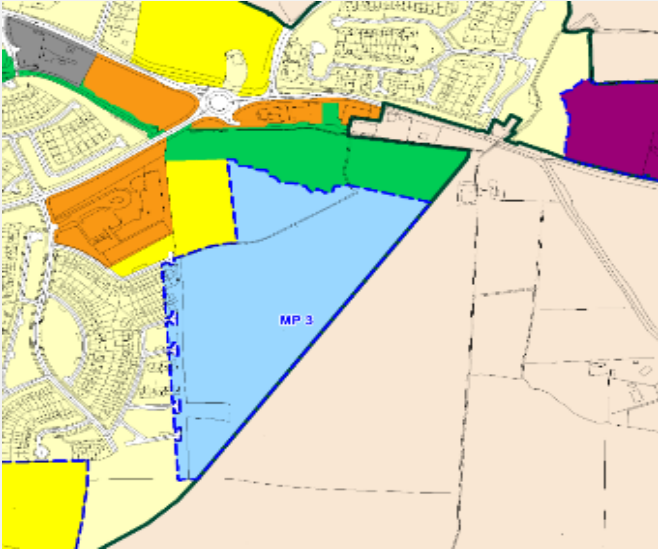

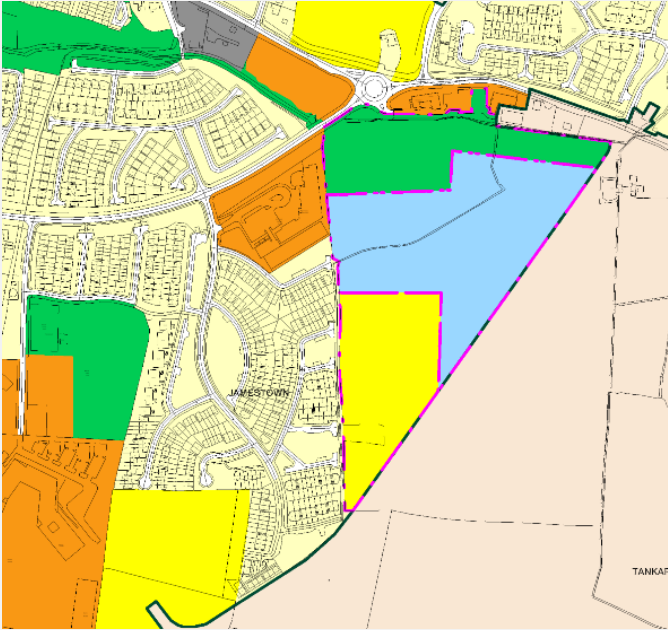

MH-C5-43

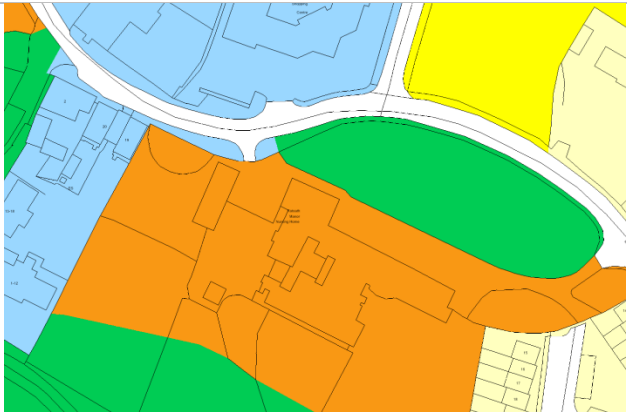
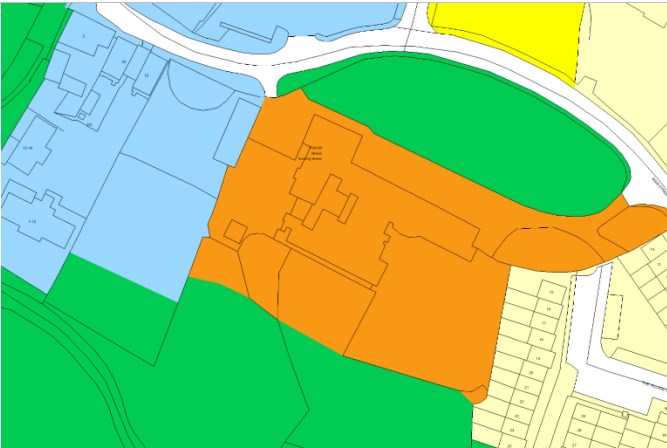
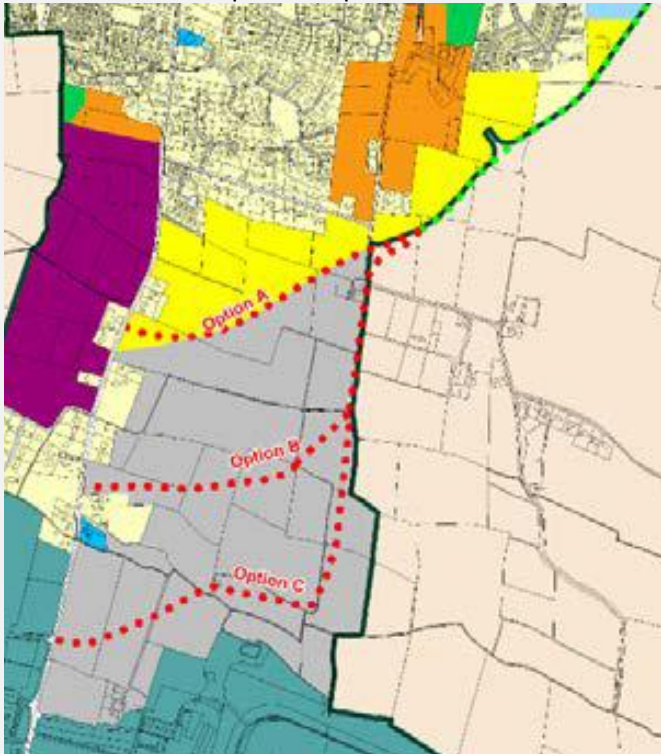
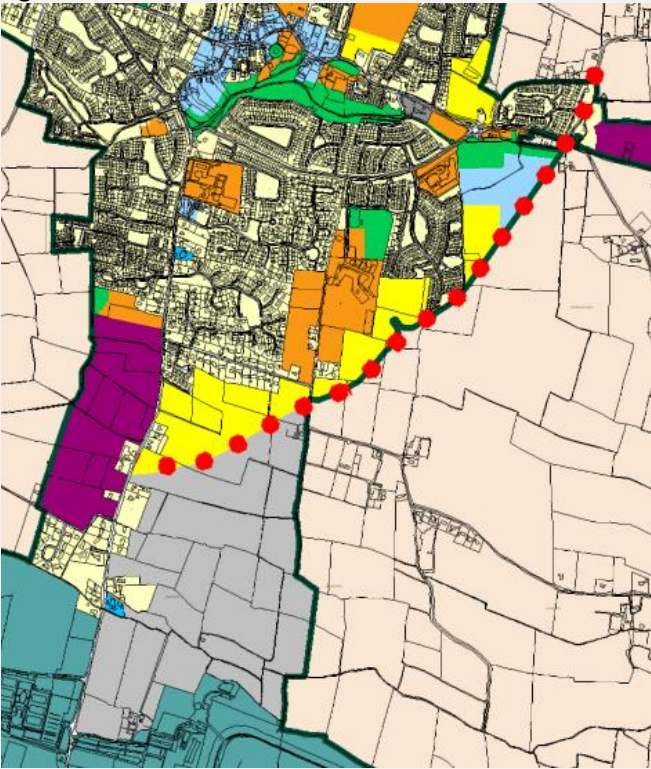
The intention of this submission is to relocate the residentially zoned lands in order to provide a playing pitch beside St. Paul's Primary School. It is requested to relocate the A2 zoning to the south and reduce the area of F1 Open Space zoning to the north.

Accepted as follows;


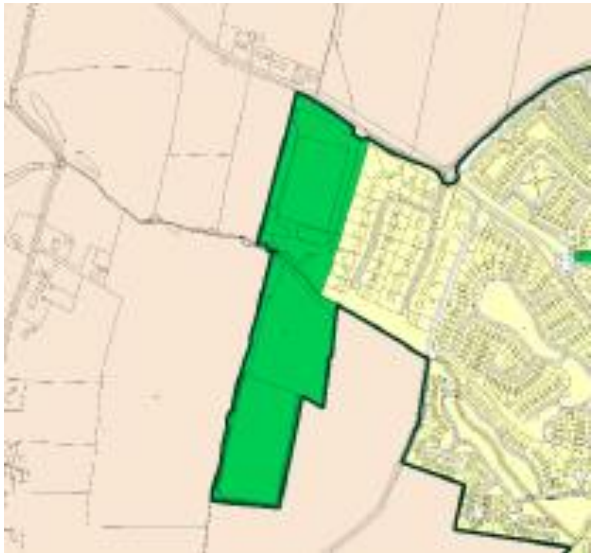
No significant impacts apparent


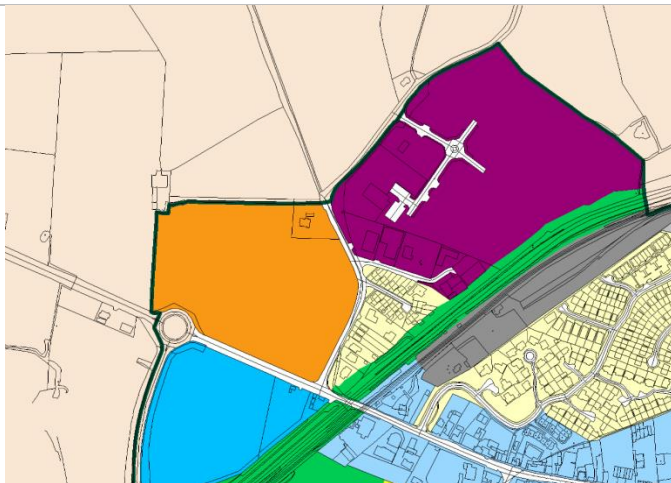
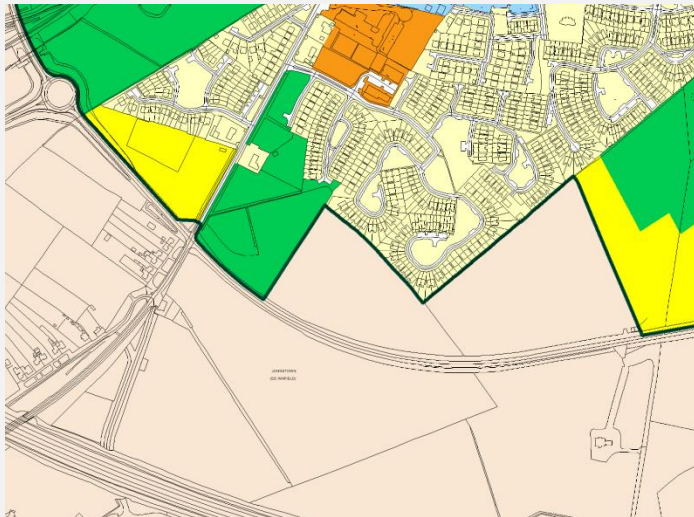


		<div><p><u>Site 1</u></p><p><i>Draft plan zoning</i></p></div> <div><p><u>Site 2</u></p><p><i>Draft plan zoning (A2 New Residential)</i></p></div>	<div><p><u>Site 1</u></p><p><i>Proposed amended zoning – A2 zoning relocated to the south and the F1 zoning reduced in area</i></p></div> <div><p><u>Site 2</u></p><p><i>Proposed amended LUZ Map (from A2 New Residential to A1 Existing Residential)</i></p></div>	
<b>Proposed Ratoath Amendment No. 5</b>	(FTF) NOM 64 (Amendment to original NOM 144) –Cllr. Nick Killian  MH-C5-578	Ratoath Manor Nursing Home – change the zoning of the eastern portion from G1 to B1 Town Centre.		No significant impacts apparent

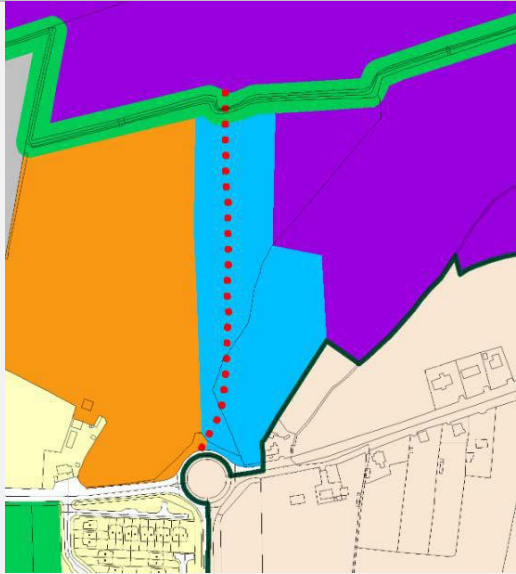
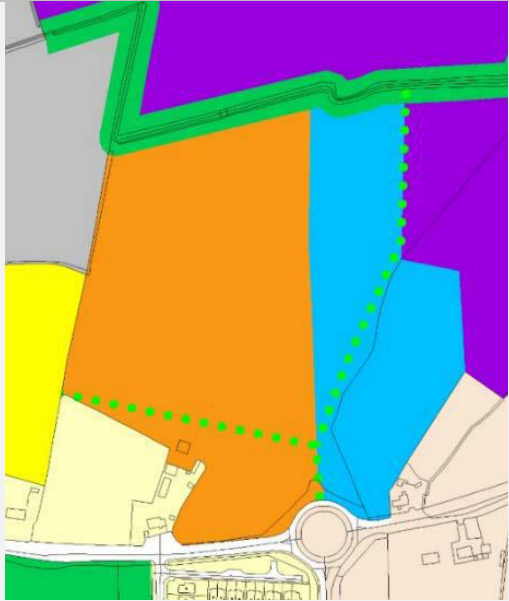


		 <p><b>Draft Plan Zoning</b></p>	 <p><b>Proposed amended zoning from G1 to B1</b></p>	
<b>Proposed Ratoath Amendment No. 6</b>	(FTF) NOM 67- Cllr. Brian Fitzgerald  MH-C5-386	<p>This motion seeks to remove route corridors B &amp; C from that recommended under submission MH-C5-386. Retain white land zoning (including the increase in WL zoning as a result of MH-C5-386) and retain existing indicative route as per draft plan.</p>  <p><b>Zoning proposed by the Executive MH-C5-386</b></p>	<p>Agreed</p>  <p><b>Amended zoning</b></p>	No significant impacts apparent
<b>Proposed Amendment Chapter 11.1</b>	NOM 149 – Gillian Toole	<p>Cllr Toole queried DM OBJ XX Ratoath which was listed as a "Self-sustaining growth town"- correction, it is a "self-sustaining town", delete from the list.</p> <p>This error has been noted and has been corrected accordingly in the revised DM Chapter. Ratoath is a 'self-sustaining town' and has been deleted from the list.</p>		No significant impacts apparent

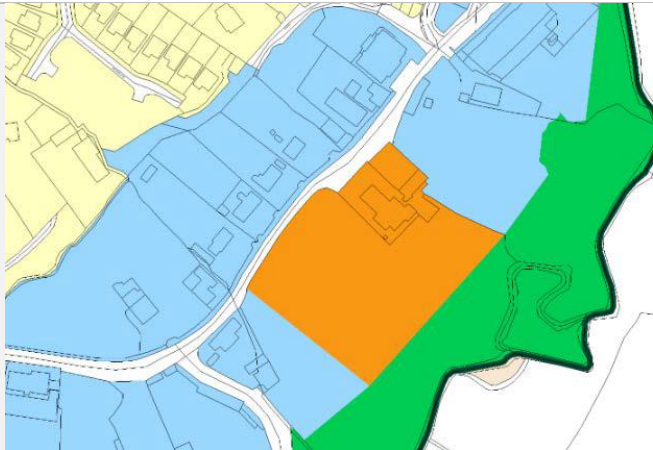
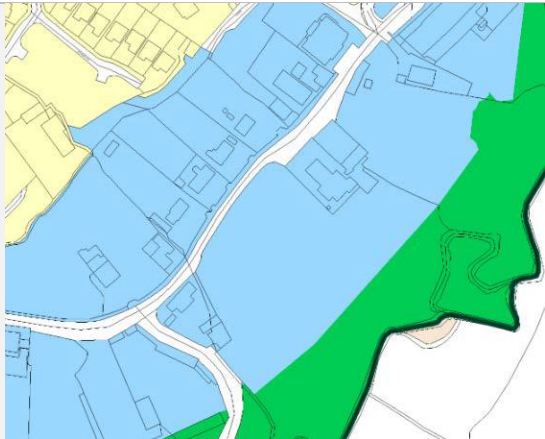
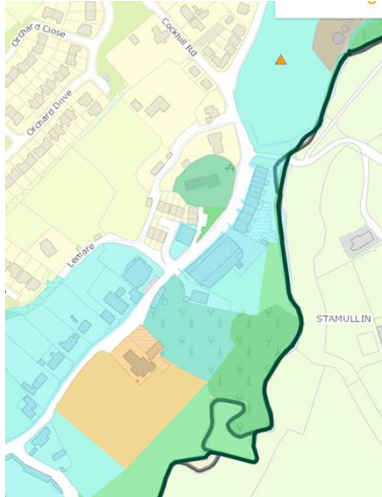
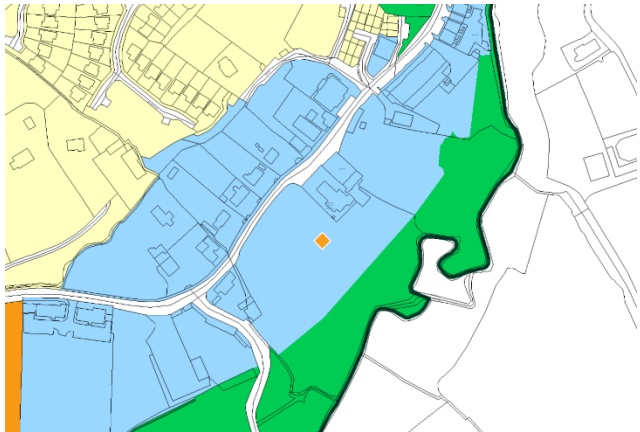


<b>Proposed Ratoath Amendment No. 2</b>	MH-C5-200 <i>Paul Deering</i>	Amend RA OBJ 3 (Master Plan 2) of the Ratoath Written Statement as follows: To promote the development of employment uses on E2 zoned lands located to the west of the R155 in accordance with an approved Master Plan which shall be agreed with the Executive of the Planning Authority and shall accompany any planning application on the lands subject to the provision of necessary physical infrastructure. The development of these lands shall also provide for reservation of a 4 acre site for the provision of a swimming pool site and include the realignment of the Fairyhouse Road, <b>the extension of the Ratoath Outer Relief Road</b> and provision of footpaths, cycleway and public lighting along the road frontage of the site. Any planning application made for development on these lands shall be accompanied by a Master Plan detailing development proposal for the full extent of the lands. This shall include details of the overall site and building layout for the lands, building height and design principles, landscaping, mix of uses for the site, traffic impact assessment and management proposals and service arrangements. The development of these lands shall be on a phased basis with the reservation of the swimming pool site forming part of the first phase.		No significant impacts apparent
<b>Proposed Ratoath Amendment No. 7</b>	MH-C5-307 Cllr Nick Kilian	Extend the development boundary to include the lands to the south of the GAA club and zone F1 Open space   <b>Draft plan zoning</b>	 <b>Proposed amended zoning – RA to F1</b>	No significant impacts apparent
<b>ENFIELD</b>				
<b>Proposed Enfield Amendment No. 4</b>	(FTF) NOM 70 Cllr. French (FTF) NOM 71 Cllr Moore  MH-C5-701	To replace present zoning on lands identified on the accompanying map currently zoned “RA” to “A2 New Residential phase II (post 2027) and Community Infrastructure (post 2027)”	Revised as follows:  Corner field to be zoned G1 for Draft Plan.	No significant impacts apparent


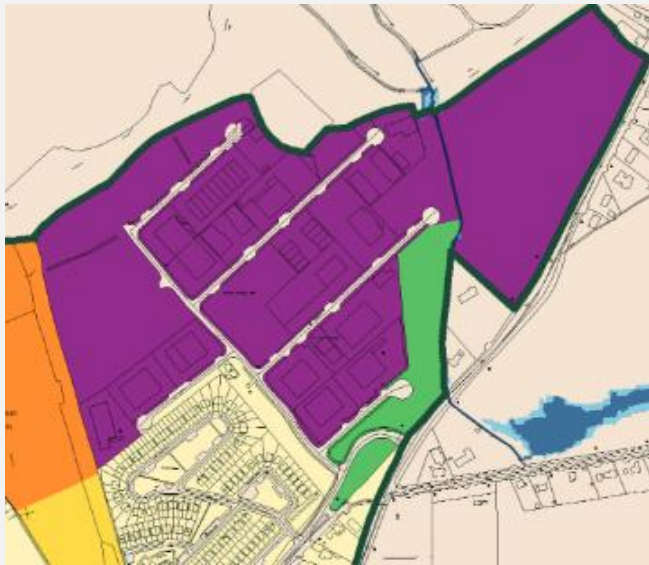
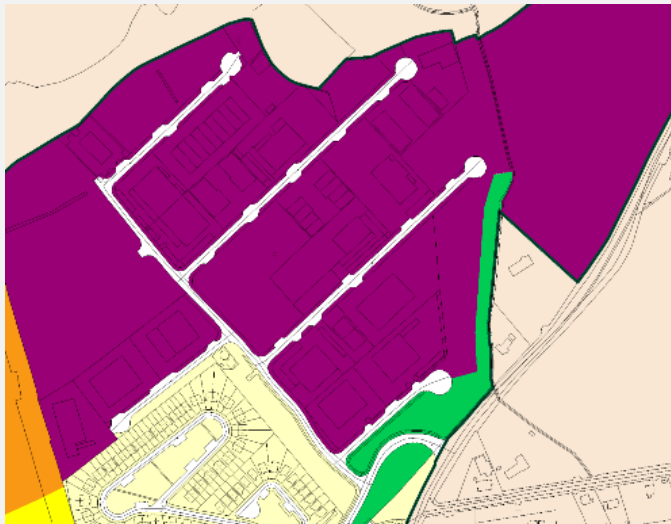
		 <p><b>Draft plan zoning</b></p>	 <p><b>Proposed amended zoning – corner field zoned G1 from RA</b></p>	
<p><b>Proposed Enfield Amendment No. 5</b></p>	<p>FTF) NOM 70 Cllr. French (FTF) NOM 73 Cllr. Dempsey FTF) NOM 74 Cllr. Fox</p> <p>MH-C5-644, MH-C5-636 &amp; MH-C5-626</p>	<p>Relocation of A2 new residential from A to B or Z to Y (area being 2.37 hectares) and remainder of the land of approx. Post 2027</p>  <p><b>Draft Plan Zoning</b></p>	 <p><b>Proposed amended zoning showing A2 New Residential and A2 (Post 2027)</b></p>	<p>No significant impacts apparent</p>
<p><b>Proposed Enfield Amendment No. 1</b></p>	<p>(FTF) NOM 75 Cllr. Ronan Moore</p>	<p>Insert the following objective in place of the current ENF OBJ 8 in the Enfield Written Statement:</p> <p><b>To support the delivery of a comprehensive cycling and pedestrian strategy for Enfield.</b></p>		<p>Supports the goals of the Climate Action Strategy with regards to active transport (M2, P3)</p>
<p><b>Proposed Enfield Amendment No. 6</b></p>	<p>NOM 152 – Niamh Souhan (MH-C5-379)</p>	<p>Propose that a minor amendment to the land use zoning map for Enfield to accurately reflect the approved road alignment.</p>	<p>Agreed to revise as follows:</p>	<p>No significant impacts apparent</p>




		 <p><b>Draft Plan zoning</b></p>	 <p><b>Proposed amended zoning</b></p>	
<b>Proposed Enfield Amendment No. 2</b>	MH-C5-31 <i>Kevin Mullan</i>	<p>Amend Enfield Written Statement ENF OBJ 08 as follows:</p> <p>'To continue to support and facilitate the extension of the footpath and cycle path improvement works within the town <b>and along the Enfield By-Pass</b>'</p>		Supports the goals of the Climate Action Strategy with regards to active transport (M2, P3)
<b>Proposed Enfield Amendment No. 7</b>	<p>MH-C5-621 <i>BCA Consulting Engineers on behalf of Anne &amp; John Daly</i></p> <p>MH-C5-870 <i>Declan Brassil &amp; Associates on behalf of Michael Daly, Ann Daly &amp; John Daly</i></p>	<p>It is proposed to amend the land use zoning from F1 Open Space Area to A2 New Residential phase II (post 2027).</p>  <p><b>Draft land use zoning</b></p>	 <p><b>Proposed amended land use zoning</b></p>	No significant impacts apparent
<b>STAMULLEN</b>				
<b>Proposed Stamullen Amendment No. 1</b>	MH-C5-874 <i>Jim Brogan Planning Consultant on behalf of Mr Patrick Dunphy</i>	<p>It is proposed to amend the land use zoning objective for the subject lands from G1 Community Infrastructure to B1 Commercial/Town or Village Centre.</p>		No significant impacts apparent

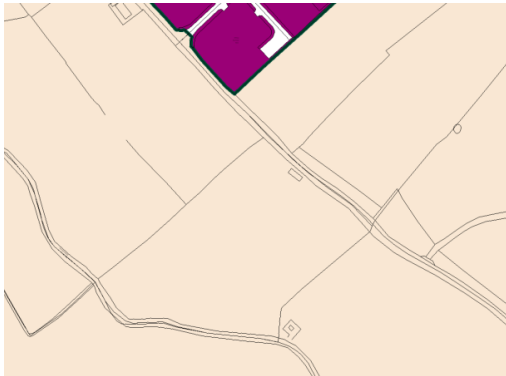
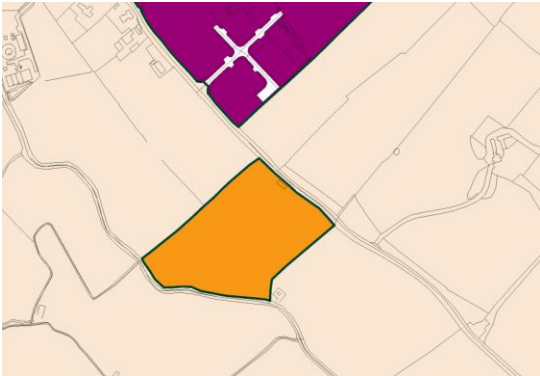
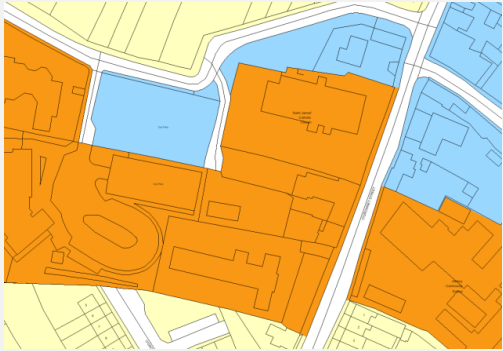
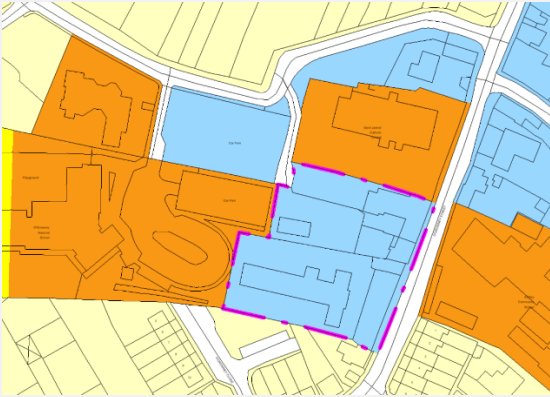
		 <p><b>Draft Land Use Zoning</b></p>	 <p><b>Proposed amended land use zoning</b></p>	
<b>Proposed Stamullen Amendment No. 1</b>	NOM 154 Alan Tobin (MH-C5-874)	<p>Relocate spot objective 1 from the B1 zoning to the north to the lands proposed to be rezoned B1 as per submission no. MH-C5-874 to the southwest</p>  <p><b>Draft Plan Zoning Map</b></p>	 <p><b>Proposed amendment to zoning map showing spot objective relocated</b></p>	No significant impacts apparent
<b>KILCOCK</b>				
<b>Proposed Kilcock Amendment No. 3</b>	(FTF) NOM79 -Cllr. <i>Joe Fox</i> NOM 155 -Cllr. <i>Joe Fox</i>  MH-C5-51	E2 lands on R158 to be zoned as per the 2013-2019 Meath CDP (beside Rye River)	Revised as follows:	No significant impacts apparent



		 <p><i>Draft CDP CE - Rural Area zoning</i></p>	 <p><i>Site to revert back to the current CDP 2013-2019 plan for E2 General Enterprise / Employment</i></p>	
<b>Proposed Kilcock Amendment No. 2</b>	(FTF) NOM 80 Cllr. Murphy	<p>Insert new objective</p> <p><b>To examine the feasibility of a new road which will connect the lands at Newtownmoyaghy with the L6219/L2211.'</b></p>		The delivery of additional road infrastructure is likely to work against the goals of the Climate Action Strategy (while recognising the opportunity to improve connectivity between lands at Newtownmoyaghy and the L6219/L2211).
<b>DULEEK</b>				
<b>Proposed Duleek Amendment No. 2</b>	NOM 156 Cllr. Keogan NOM 162 Cllr. McKee	<p>Rezone part of the F1 open space to E2 zoning as per below. A 10-15m buffer strip will be required between the zoned lands and boundary to the east with the residential properties.</p>  <p><i>Draft plan zoning</i></p>	 <p><i>Proposed amended zoning from F1 to E2</i></p>	No significant impacts apparent
<b>Proposed Duleek Amendment No. 1</b>	NOM 157 – Stephen McKee	<p>To make the provision of a Secondary School for Duleek an objective of Meath County Council in the new County Development Plan.</p>	<p>Revised as follows:</p> <p>New objective for Duleek Written Statement;</p>	No significant impacts apparent

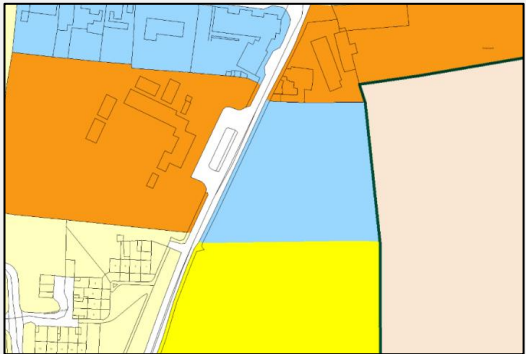
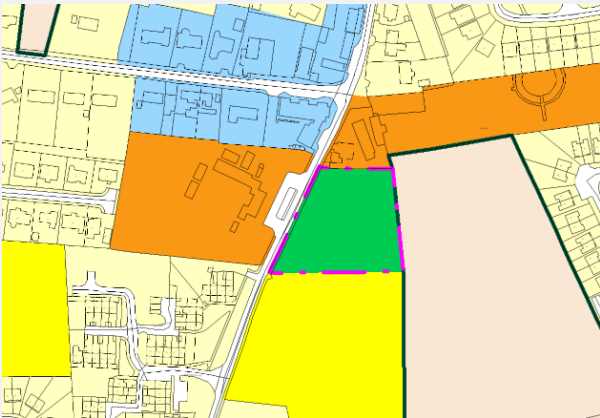
			'To promote and investigate the provision of a post primary school for Duleek during the period of the County Development Plan'	
<b>Proposed Duleek Amendment No. 3</b>	NOM 158 – Stephen McKee (Sub MH-C5-917)	<p>'To restore the residential A1 zoning of land as previously zoned on the R150 road in Duleek between The Belfry and Bathe Abbey as an opportunity for sustainable infill development that will help connect The Belfry to the rest of Duleek and help complete pedestrian and cycle links into Duleek.'</p>  <p><b>Draft CDP site located in RA Rural Area</b></p>	 <p><b>Special Planning Meeting Amendment following grant of planning permission for 16 no. units A1 &amp; F1 as shown above</b></p>	Supports the goals of the Climate Action Strategy with regards to active transport (M2, P3)
<b>Proposed Duleek Amendment No. 4</b>	<p>MH-C5-57 Kenneth Clear</p> <p>MH-C5-65 Robert B Daly</p> <p>MH-C5-916 AKM on behalf of Brian Dowling</p>	<p>Amend the land use zoning objective from F1 Open Space to A1 Existing Residential.</p>  <p><b>Draft Plan zoning</b></p>	 <p><b>Proposed amended zoning from F1 to A1</b></p>	No significant impacts apparent

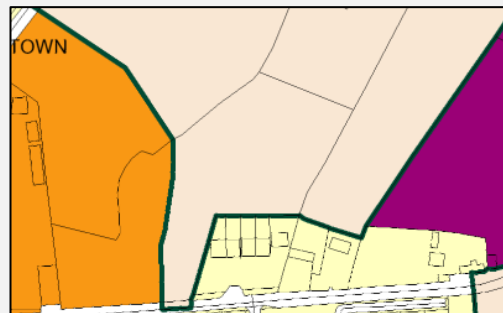
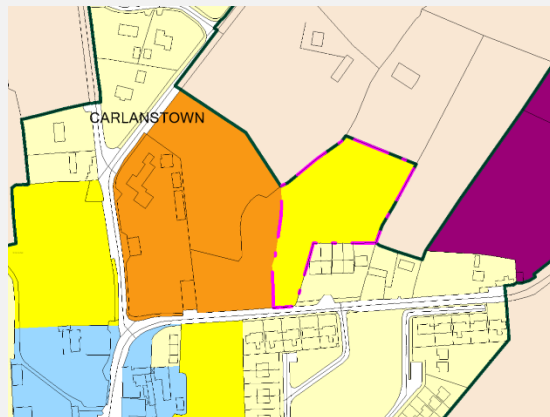


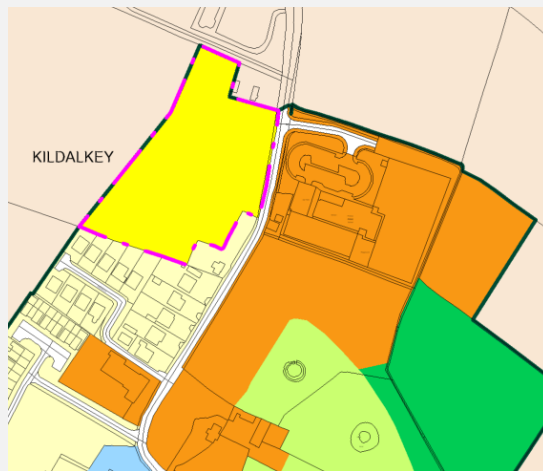


SETTLEMENTS TIER 5 & 6					
AMENDMENT NO.	SUBMISSION/ NOM/ (FTF) NOM NUMBERS	CHAPTER /SECTION	PROPOSED AMENDMENT		REVIEW AGAINST CLIMATE ACTION STRATEGY
<b>Athboy Written Statement</b>					
<b>Proposed Athboy Amendment No. 1</b>	NOM 166 – <i>Mike Bray</i>		<p>To include the following objective in the Athboy Written Statement:</p> <p><b>To work with the NTA, Bus Éireann and other relevant organisations to improve the public transport connectivity in Athboy to Dublin as well as to county and regional towns.</b></p>	<p>Revised as follows:</p> <p><b>‘To work with the National Transport Authority, Bus Éireann and other relevant organisations to improve the public transport connectivity from Athboy to the County Town and onto Regional and City Centres.</b></p>	No significant impacts apparent
<b>Proposed Athboy Amendment No. 3</b>	(FTF) NOM 83– <i>David Gilroy</i>  MH-C5-449		<p>To maintain the G1 Community Zoning on the lands to the south of Athboy as per existing 2013-2019 CDP</p>  <p><b>Existing Land Use Zoning in Draft CDP</b></p>	<p>Revised to G1 – Community Infrastructure as follows;</p>  <p><b>Proposed Land Use Zoning to G1</b></p>	No significant impacts apparent
<b>Proposed Athboy Amendment No. 4</b>	(FTF) NOM 85 – <i>Cllr Mike Bray</i>		<p>To rezone the old O’Growney NS building on O’Growney Street, Athboy from G1 Community Infrastructure to B1 Commercial / Town Centre.</p>  <p><b>Draft Plan zoning</b></p>	<p>Revised Land Use Zoning from Community G1 to B1 Town Centre for the former O’Growney NS site and the adjoining buildings to the north</p>  <p><b>Amended zoning</b></p>	No significant impacts apparent

## Oldcastle Written Statement

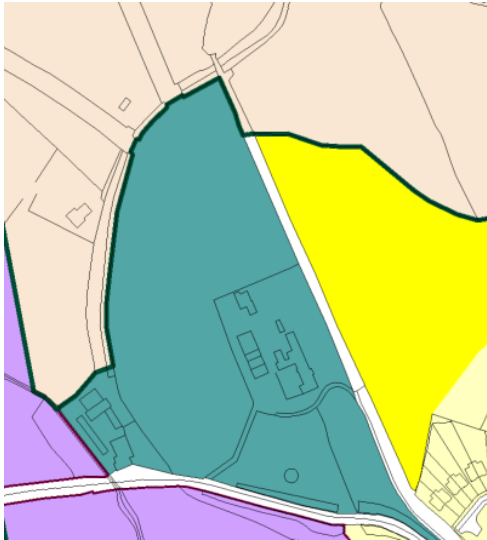
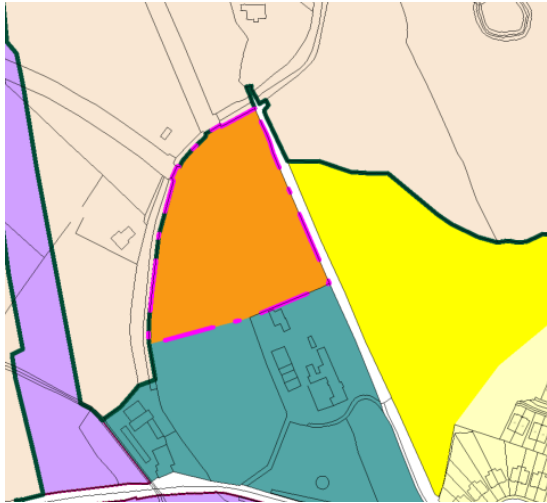
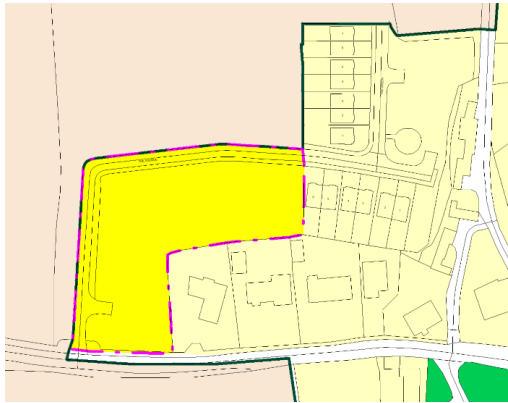
Proposed Oldcastle Amendment No. 1	NOM 167 – Mike Bray		<p>To include the following objective in the Oldcastle Written Statement:</p> <p><b>To work with the NTA, Bus Éireann and other relevant organisations to improve the public transport connectivity in Oldcastle to Dublin as well as to county and regional towns.</b></p>	<p>Revised as follows:</p> <p><b>‘To work with the National Transport Authority, Bus Éireann and other relevant organisations to improve the public transport connectivity from Oldcastle to the County Town and onto Regional and City Centres.’</b></p>	No significant impacts apparent
Proposed Oldcastle Amendment No. 2	<p>(FTF) NOM 88 Cllr Sarah Reilly</p> <p>MH-C5-350</p>		<p>To cater for balanced sequential growth that the zoning of 7, of the 14 acres of A2 Residential Lands at Stoney Rd, Oldcastle be transferred to the site referenced in MH-C5-350.</p> <div> <p>Existing Draft Land Use Zoning</p> </div> <div> <p>Proposed Land Use Zoning</p> </div>	<p>Revised – 7 acres to the north rezoned from A2 to R/A and 7 acres to the south of Oldcastle rezoned from R/A to A2</p> <div> <p>Existing Draft Land Use Zoning</p> </div> <div> <p>Proposed Land Use Zoning</p> </div>	No significant impacts apparent
<b>DONORE</b>					
Proposed Donore Amendment No. 1	(FTF) NOM 89 Paddy Meade		<p>Proposal to include the following objective: <i>Amend the zoning on “Sheet No: 10(a) Land Use Zoning” – “Donore” to show a specific objective of a proposed Pedestrian Walkway connecting Donore Village to the town of Drogheda and insert this objective into the</i></p>	<p>Revised as follows:</p> <p>Insert objective into Written Statement for Donore;</p> <p><b>To support the delivery of a Pedestrian Walkway/Cycleway connecting Donore Village to</b></p>	No significant impacts apparent


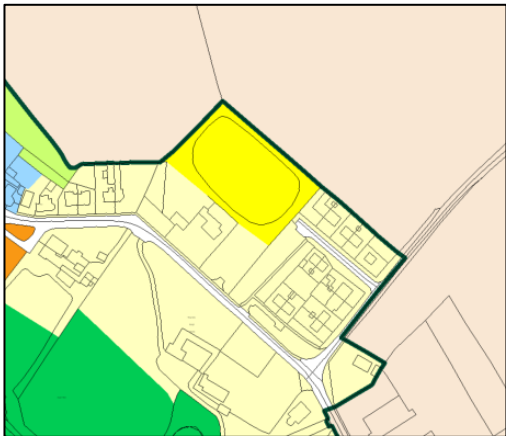
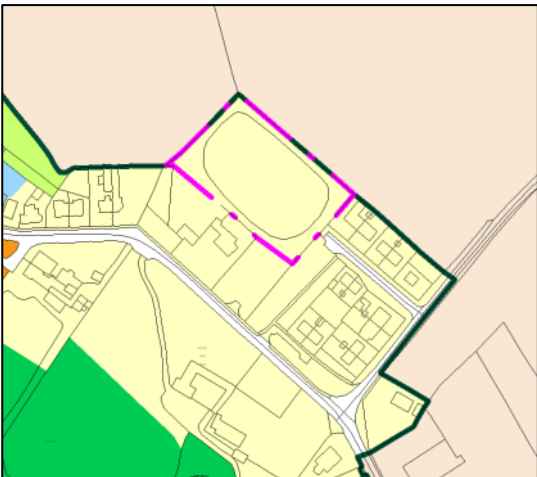

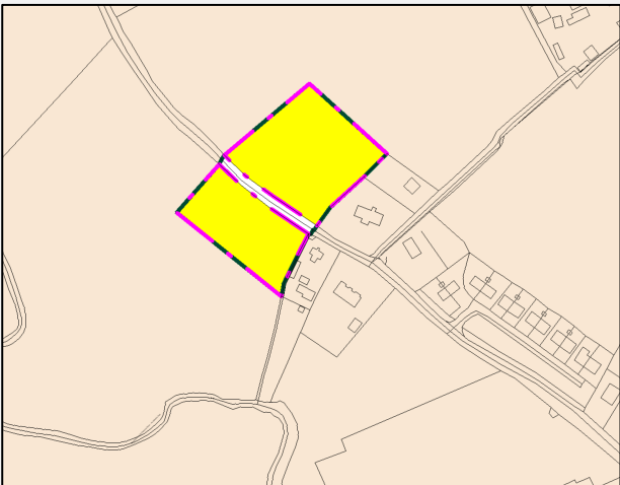
			<i>Donore statement subject to relevant environmental assessment.</i>	<b>the town of Drogheda subject to relevant environmental assessments.</b>	
<b>Proposed Donore Amendment No. 2</b>	(FTF) NOM 90 & 91 Paddy Meade		<p>Propose to amend the zoning on “Sheet No: 10(a) Land Use Zoning” – “Donore” to show a specific objective of a proposed Pedestrian Walkway connecting Donore Village to Brú na Bóinne Visitors Centre and St. Mary’s GFC football pitch and insert this objective into the Donore statement subject to relevant environmental assessment.</p> <p>Amend the zoning on “Sheet No: 10(a) Land Use Zoning” – “Donore” to show a specific objective of a proposed Pedestrian Walkway connecting Donore Village to the “Battle of Boyne” Office of Public Works site at Oldbridge House and insert this objective into the Donore statement subject to relevant environmental assessment.</p>	<p>Revised as follows:</p> <p>Insert 2 objectives into Written Statement for Donore;</p> <p><b>‘To support the delivery of a pedestrian walkway /cycleways connecting Donore Village to Brú na Bóinne Visitors Centre and St. Mary’s GFC football pitch subject to relevant environmental assessments.’</b></p> <p>And</p> <p><b>‘To support the delivery of a proposed Pedestrian Walkway/cycleways connecting Donore Village to the “Battle of Boyne” Office of Public Works site at Oldbridge House subject to relevant environmental assessment.</b></p>	No significant impacts apparent
<b>Proposed Donore Amendment No. 3</b>	(FTF) NOM 92 Paddy Meade		<p>Show a specific objective of a proposed Pedestrian Walkway to connect:</p> <ul style="list-style-type: none"> <li>• “The Grange” housing estate (South side) to the village centre</li> <li>• “The Grange” housing estate (South side) towards St. Mary’s Villas.</li> <li>• The Church of the Nativity to the southern edge of settlement.</li> </ul>	<p>Revised as follows:</p> <p>Insert objective into Written Statement for Donore;</p> <p><b>To support the delivery of a Pedestrian Walkways/cycleways to connect:</b></p> <ul style="list-style-type: none"> <li>• <b>“The Grange” housing estate (South side) to the village centre</b></li> <li>• <b>“The Grange” housing estate (South side) towards St. Mary’s Villas.</b></li> <li>• <b>The Church of the Nativity to the southern edge of settlement.</b></li> </ul>	No significant impacts apparent
<b>Proposed Donore Amendment No. 4</b>	(FTF) NOM 93 Paddy Meade		<p>Propose to change B1 Town/Village Centre to F1 Open Space.</p>  <p><b>Draft Plan zoning</b></p>	<p>Agreed to revise as follows:</p>  <p><b>Proposed amended zoning</b></p>	No significant impacts apparent

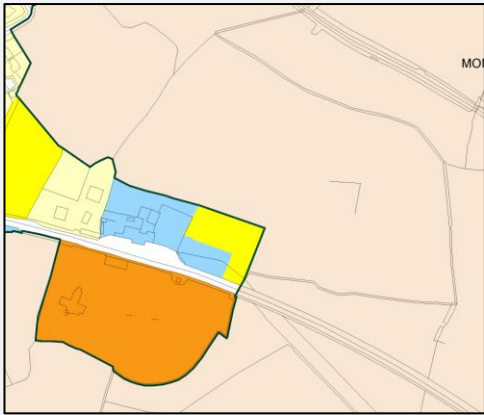
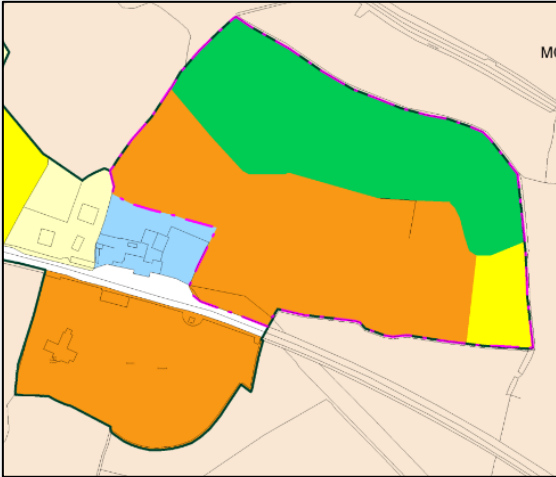
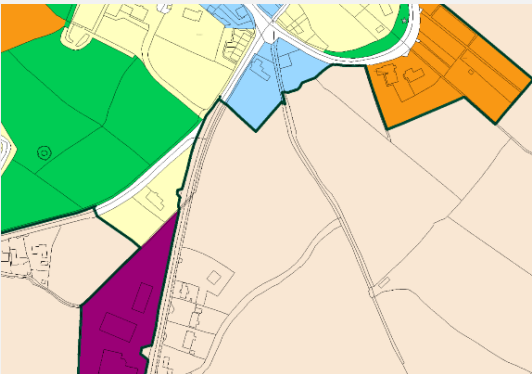
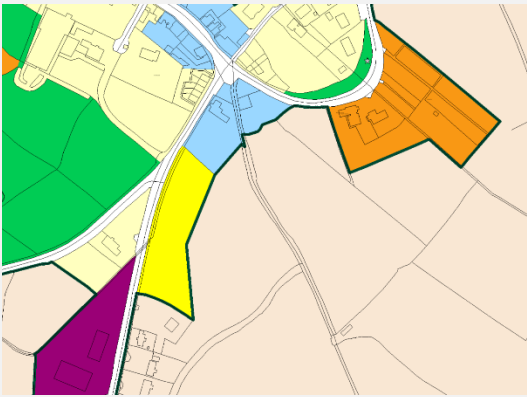
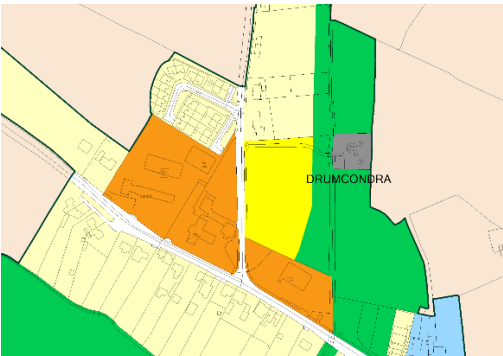
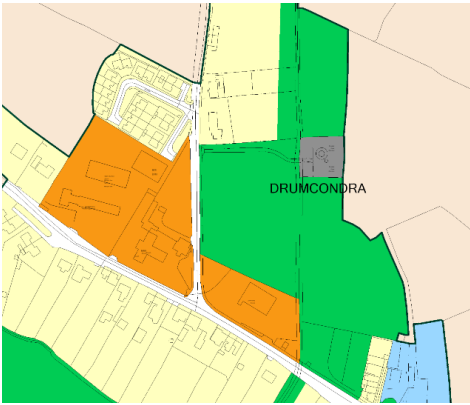
<b>CARLANSTOWN</b>					
Proposed Carlanstown Amendment No. 1	(FTF) NOM 94 Cllr Paul McCabe		Rezone parcel of land from R/A to A2 New Residential   <i>Draft CDP</i>	Revised as follows;   <i>Proposed amendment- RA to A2</i>	No significant impacts apparent
<b>GORMANSTON</b>					
Proposed Gormanston Amendment No. 1	NOM 172 – Cllr. Alan Tobin		Rezone parcel of land from R/A to D1 to provide for a recreational car park   <i>Draft CDP</i>	Amended to TU Transport Utilities zoning as follows;   <i>Proposed Amendment from R/A to TU</i>	No significant impacts apparent
<b>KILDALKEY</b>					
Proposed Kildalkey Amendment No. 1	(FTF) NOM 102 Cllr French  NOM 177 – Joe Fox  MHC5-845 MH-C5-920		That the A2 New Residential zoning be located from the church lands to the opposite side of the road and the church lands rezoned to G1   <i>Draft CDP</i>	Accepted as follows;   <i>Proposed amendment from R/A to A2</i>	No significant impacts apparent



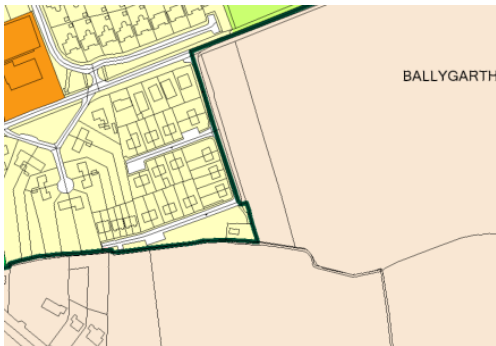
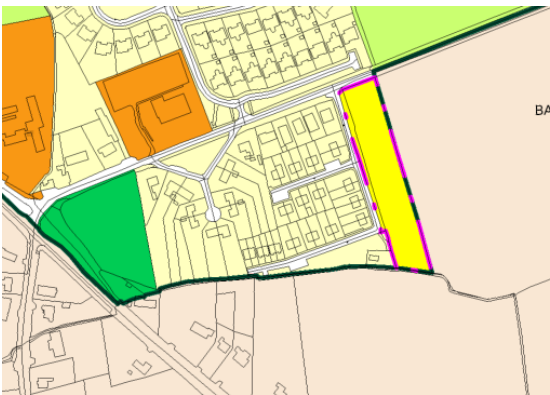
				 <p>Proposed amendment from A2 to G1</p>	
<b>KILMAINHAMWOOD</b>					
<b>Proposed Kilmainhamwood Amendment No. 1</b>	(FTF) NOM 103 Cllr Eugene Cassidy & Paul McCabe		Rezone from A1 to R/A small parcel of land to the north of village  <p><i>Draft CDP</i></p>  <p><i>Proposed Amendment (Rural Area)</i></p>		No significant impacts apparent
<b>KILMESSAN</b>					
<b>Proposed Kilmessan Amendment No. 1</b>	NOM 179 – Gerry O'Connor  NOM 180 – Gillian Toole  MH-C5-759		Change recommended – Volume 2, Kilmessan Written Statement, Section 5.0:  Amend KLM OBJ 2 as follows  KLM OBJ 2 To seek to provide open space and recreational areas for the local population, in particular a playground. This could potentially be located in existing community zoned lands to the west or high amenity areas to the south.  Volume 2, Kilmessan Written Statement, Section 5.0:  Delete KLM OBJ 16 and KLM OBJ 17 as follows:  KLM OBJ 16		No significant impacts apparent

			<p>To explore the potential for community/education use in the former Rectory.</p> <p>KLM OBJ 17 To seek to provide an access route through existing high amenity area located to the south in conjunction with relevant stakeholders.</p> <p>Update Objective numbers as required for Kilmessan Written Statement on foot of the above changes.</p>		
<b>Proposed Kilmessan Amendment No. 2</b>	<p>(FTF) NOM 104 Cllr Damien O'Reilly</p> <p>MH-C5-484, 478</p>		<p>Rezone northern portion of D1 Tourism lands at Station House Hotel to G1 Community Infrastucture</p>  <p><i>Draft CDP</i></p>	<p>Revised as follows;</p>  <p><i>Proposed Amendment</i></p>	No significant impacts apparent
<b>LONGWOOD</b>					
<b>Proposed Longwood Amendment No. 1</b>	<p>MH-C5-914</p> <p><i>Pat Campbell AKM Design on behalf of Eurovale Engineering</i></p>		<p>It is proposed to amend the zoning from A2 New Residential to A1 Existing Residential for the lands which have been developed under TA/170510</p> <p>And relocate the A2 New Residential zoning to the west</p>	 <p><i>Proposed amendment</i></p>	No significant impacts apparent

			 <p><i>Draft CDP</i></p>		
<b>MOYNALTY</b>					
<b>Proposed Moynalty Amendment No. 1</b>	(FTF) NOM 105 Cllr Paul McCabe		<p>To change the existing land use zoning on the subject site from A2 New Residential to A1 Existing Residential (garden)</p>  <p><i>Draft CDP</i></p>	 <p><i>Proposed amendment</i></p>	No significant impacts apparent
<b>Proposed Moynalty Amendment No. 1</b>	(FTF) NOM 106 floor Cllr Paul McCabe  MH-C5-934		<p>To zone these two subject sites A2 New Residential which are currently designated Residential Phase 2 (post 2019) in the Meath County Development Plan 2013-2019.</p>  <p><i>Draft CDP (south of Moynalty)</i></p>	<p>Revised as follows;</p>  <p><i>Proposed amendment</i></p>	No significant impacts apparent
<b>CLONARD</b>					
<b>Proposed Clonard Amendment No. 1</b>	MH-C5-508 <i>Louise Kennedy</i>		It is proposed to amend the land use zoning objective for the subject site from R/A Rural		No significant impacts apparent

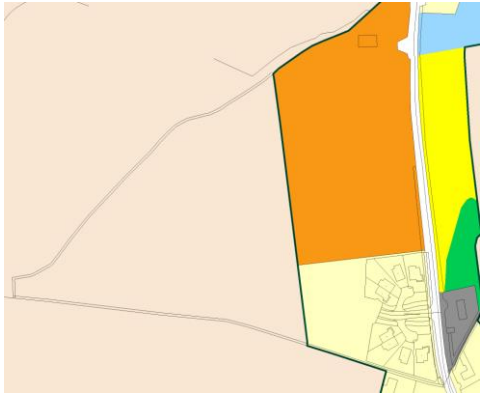
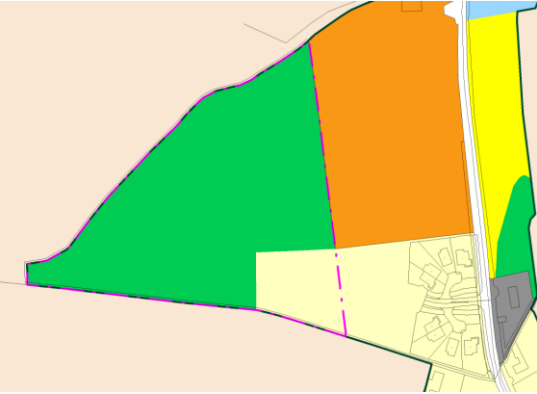
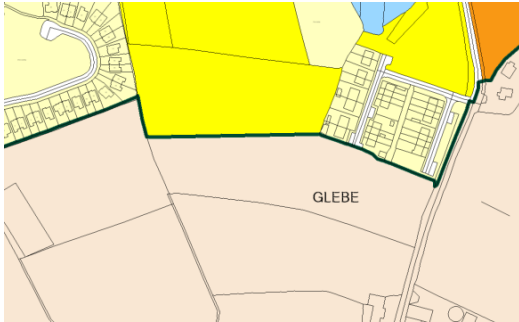
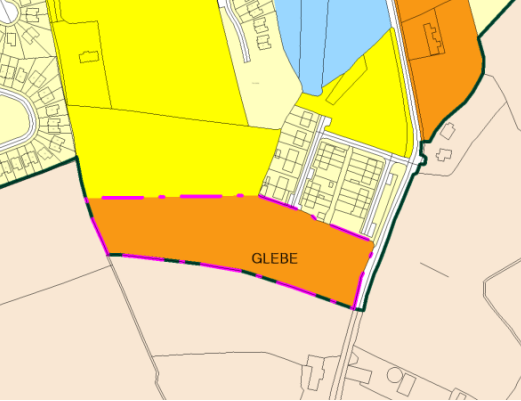
			<p>Area to G1 Community Infrastructure, F1 Open Space and A2 New Residential.</p>  <p><i>Draft CDP</i></p>  <p><i>Proposed amendment</i></p>	
<b>DRUMCONRATH</b>				
<p><b>Proposed Drumconrath Amendment No. 1</b></p>	<p>(FTF) NOM 101 (Cllr Cassidy and Cllr McCabe)</p>		<p>To change the land use zoning on the subject site from Commercial Town Centre to A2 New Residential.</p>  <p><b>Draft Plan zoning R/A</b></p>  <p>Revised as follows; <b>Proposed amended zoning from R/A to A2</b></p>	<p>No significant impacts apparent</p>
<p><b>Proposed Drumconrath Amendment No. 1</b></p>	<p>(FTF) NOM 100 (Cllr Cassidy and Cllr McCabe)</p>		<p>To change the land use zoning on the subject site to F1 Open Space from the proposed A2 New Residential.</p>  <p><b>Draft Plan A2 zoning</b></p>  <p><b>Proposed amended zoning from A2 to F1 (pitch &amp; putt course)</b></p>	<p>No significant impacts apparent</p>
<b>JULIANSTOWN</b>				



<p><b>Proposed Julianstown Amendment No. 1</b></p>	<p>MH-C5-869 <i>Genesis Homes Developments on behalf of Harmon Properties</i></p>	<p>It is proposed to amend the land use zoning objective of the subject site from RA Rural Area to A2 New Residential</p>  <p><b>Draft CDP</b></p>	 <p><b>Proposed amendment</b></p>	<p>No significant impacts apparent</p>
<p><b>KENTSTOWN</b></p>				
<p><b>Proposed Amendment Chapter 6.2</b></p>	<p>MH-C5-20 <i>Maria Matthews</i></p>	<p>Amend Chapter 6, Section 6.4 by including the following text:</p> <p>6.4 Water Services</p> <p>The Current Irish Water Investment Plan (CIP 2020-2024) 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.</p> <p><b>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.</b></p> <p><b>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</b></p>		<p>Supports the goals of the Climate Action Strategy in relation to water conservation (W2)</p>

		<p>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.</p> <div><div>Allocation</div><div>Selection</div><div>Allocation</div><div>Clarification Meeting</div><div>Workshop</div><div>IW select projects to be progressed</div><div>Letter of invitation issued</div><div>LA submits list of prioritised settlements</div><div>LA confirms list of prioritised settlements</div><div>LA notified</div></div> <p>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.</p>		
Proposed Kentstown Amendment No. 1	MH-C5-380 <i>The Planning Partnership on behalf of St Finians Diocesan Trust</i>	<p>It is proposed to amend the land use zoning objective of the subject site from B1 Commercial / Town or Village Centre to A1 Existing Residential.</p> <div><div>Draft CDP</div><div>Proposed amended CDP</div></div>	No significant impacts apparent	
KILBRIDE				
Proposed Kilbride Amendment No. 1	MH-C5-959 <i>PAC Studio on behalf of Mark Courtney</i>	<p>It is recommended to make a minor amendment to the southern portion of the land parcel to include the full extent of the</p>	No significant impacts apparent	

			<p>site boundary as B1 Existing Town / Village Centre</p>  <p><i>Draft CDP</i></p>	 <p><i>Proposed amendment</i></p>	
<p><b>Proposed Kilbride Amendment No. 2 &amp; 3</b></p>	<p>MH-C5-524 Kilbride Residents Association (amended by Elected Members vote at Special Planning Meetings)</p>		<p><u><b>Site no. 1</b></u></p> <p>Include the Glenard estate within the development boundary and zone for A1 purposes</p>  <p><i>Draft CDP</i></p> <p><u><b>Site no. 2</b></u></p>	<p>Revised as follows;</p>  <p><i>Proposed amendment</i></p>	<p>No significant impacts apparent</p>

			<p>Zone the parcel of land adjoining the GAA club for F1 Open Space purposes</p>  <p><i>Draft CDP</i></p>	 <p><i>Proposed amendment</i></p>	
<b>RATHMOYLON</b>					
<p><b>Proposed Rathmolyon Amendment No. 1</b></p>	<p>(FTF) NOM 107 &amp; 108 from Cllr Joe Fox &amp; Aisling Dempsey</p> <p>MH-C5-667</p>		<p>Rezone parcel of land to the south of Rathmolyon from R/A to G1</p>  <p><i>Draft CDP</i></p>	 <p><i>Proposed amendment</i></p>	<p>No significant impacts apparent</p>
<b>SLANE</b>					
<p><b>Proposed Slane Amendment No. 3</b></p>	<p>NOM 181 – Wayne Harding</p>		<p>Introduce new objective into the Written Statement for Slane;</p> <p><b>SLB OBJ XX: To implement and ensure compliance with the Public Realm Plan for Slane which provides for a themed strategy for the provision of street furniture, planting, traffic and parking, lighting, building colours, (local and tourist) signage and surface materials etc. within the town.</b></p>		<p>No significant impacts apparent</p>
<p><b>Proposed Ashbourne Amendment No. 3</b></p> <p><b>Proposed Ballivor Amendment No. 1</b></p> <p><b>Proposed Bettystown/Laytown/Mornington/Donacarney</b></p>	<p>NOM 182 – Wayne Harding</p>		<p>Amend the following objectives:</p> <p>ASH OBJ 23 <b>To implement and ensure compliance with the Public Realm Plan for Ashbourne which provides for a themed strategy for the provision of street furniture, planting, traffic and parking, lighting, building</b></p>		<p>No significant impacts apparent</p>



<p><b>Amendment No. 3</b></p> <p><b>Proposed Gibbstown Amendment No. 1</b></p>			<p><b>colours, (local and tourist) signage and surface materials etc. within the town.</b></p> <p>BAL OBJ 17</p> <p><del>To support public realm improvement works to the village core; to focus on pavements, dedicated parking bays, additional pedestrian crossing, street furniture and signage; and, the possibility of cycle paths.</del></p> <p><b>To implement and ensure compliance with the Public Realm Plan for Bettystown and Laytown which provides for a themed strategy for the provision of street furniture, planting, traffic and parking, lighting, building colours, (local and tourist) signage and surface materials etc. within the village.</b></p> <p>BMLD OBJ 10</p> <p><del>To implement the Public Realm Strategy for Bettystown and Laytown.</del></p> <p><b>To implement and ensure compliance with the Public Realm Plan for Bettystown and Laytown which provides for a themed strategy for the provision of street furniture, planting, traffic and parking, lighting, building colours, (local and tourist) signage and surface materials etc. within the town.</b></p> <p>GHIB OBJ 13</p> <p><del>To create a sense of place and arrival through the enhancement of the entrance gateways to the village in the form of public realm improvements, signage and branding as appropriate.</del></p> <p><b>To implement and ensure compliance with the Public Realm Plan for Gibbstown which provides for a themed strategy for the provision of street furniture, planting, traffic and parking, lighting, building colours, (local and tourist) signage and surface materials etc. within the village.</b></p>		
<p><b>Proposed Slane Amendment No. 4</b></p>	<p>NOM 184 – <i>Paddy Meade</i></p> <p>MH-C5-915</p>		<p>To rezone parcel of land to the east of The Mill House from H1 to D1</p>	<p>Revised as follows;</p>	<p>No significant impacts apparent</p>

			 <p><b>Draft CDP</b></p>	 <p><b>Proposed amendment</b></p>	
<b>Proposed Slane Amendment No. 5</b>	MH-C5-361 <i>Brady Hughes on behalf of Lorrac Developments</i>		<p>It is proposed to amend the land use zoning objective of the subject site from B1 Commercial / Town or Village Centre to A2 New Residential.</p>  <p><b>Draft CDP</b></p>	 <p><b>Proposed amendment</b></p>	No significant impacts apparent
<b>SUMMERHILL</b>					
<b>Proposed Summerhill Amendment No. 1</b>	NOM 189 – <i>Joe Fox</i> MH-C5-111		<p>It is recommended that the subject lands are rezoned from Rural Area to G1 Community infrastructure.</p>  <p><b>Draft CDP (rural area)</b></p>	 <p><b>Proposed amendment</b></p>	No significant impacts apparent
<b>Proposed Summerhill Amendment No. 2</b>	MH-C5-581		<p>It is proposed to amend the Land Use Zoning objective from the Rural Area RA to G1 Community Infrastructure.</p>		No significant impacts apparent

	Thornton O'Connor on behalf of AJW Development Limited		 <p><b>Draft CDP (Rural Area)</b></p>	 <p><b>Proposed amendment</b></p>	
<b>Proposed Summerhill Amendment No. 3</b>	(FTF) NOM 109- Cllr Joe Fox		<p>To zone the lands to the north of Summerhill Business Park to E2 from R/A to allow for expansion</p>  <p><b>Draft LUZ Map (RA Rural Area)</b></p>	 <p><b>Proposed amendment</b></p>	No significant impacts apparent
<b>CROSSAKIEL</b>					
<b>Proposed Crossakiel Amendment No. 1</b>	NOM 190 – Mike Bray		<p>Insert objective into the Crossakiel WS;</p> <p><b>To work with the NTA, Bus Éireann and other relevant organisations to improve the public transport connectivity in Crossakiel and the surrounding rural communities to county and regional towns as well as to Dublin.</b></p>	<p>Revised as follows, insert objective into Written Statement:</p> <p><b>‘To work with the National Transport Authority, Bus Éireann and other relevant organisations to improve the public transport connectivity from Crossakiel to the County Town and onto Regional and City Centres.’</b></p>	Supports the goals of the Climate Action Strategy with regards to public transport (M2, M4, P3, P5)