

Senior Executive Officer,
Planning Department,
Meath County Council,
Buvinda House,
Dublin Road,
Navan,
Co. Meath
C15 Y291

Friday, 25th June 2021
[By Portal]

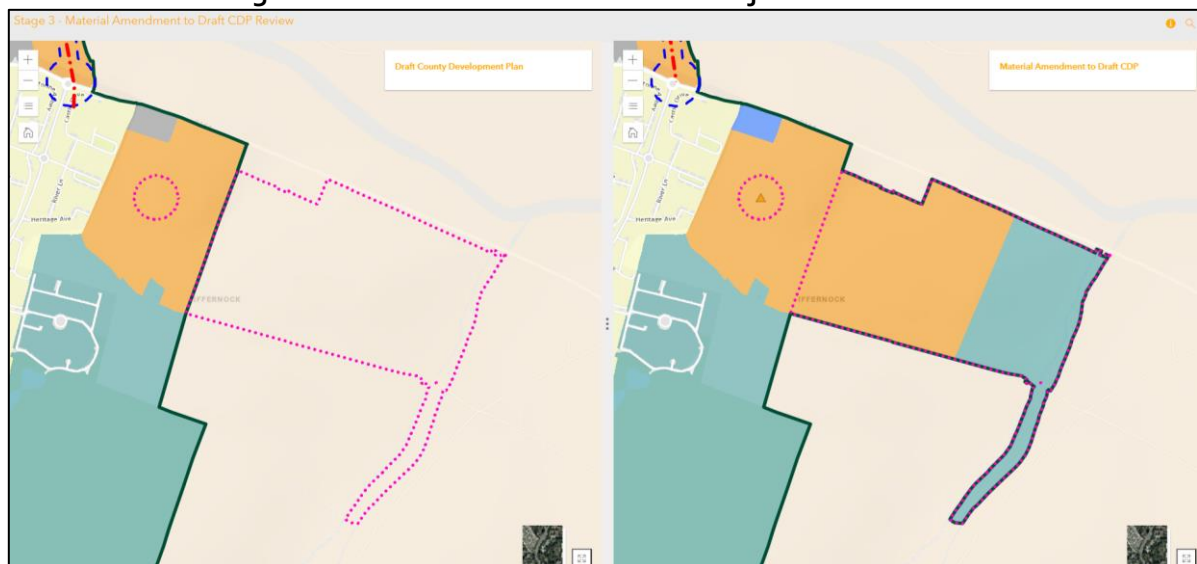
-: PROPOSED MATERIAL ALTERATIONS STAGE :-

Dear Sir/Madam,

RE: **PROPOSED TRIM AMENDMENT NO. 6**
SUBMISSION / NOM NUMBERS - FTF NOM 37 CLLR DEMPSEY & MH-C5-124
DRAFT MEATH COUNTY DEVELOPMENT PLAN 2021-2027

The Planning Partnership (address detailed above) are instructed by the landowner **Mr. Jim Elliott** c/o *Niall Smith Architects*, Hall Street, Kingscourt, Co. Cavan to present a submission to acknowledge, welcome and endorse *Material Amendment (Trim Amendment No. 6)* as restoring the pre-existing settlement boundary to the Trim Development Plan within the **Draft Meath County Development Plan 2021-2027**.

Figure 1.1 Material Alterations to the Subject Lands



Source: Material Alterations to the Draft Meath County Development Plan 2021-2027

We herein respectfully present that we are in full support of the 're-zoning' of these lands as indicated in Figure 1.1, above. The re-zoning of these lands presents a number of opportunities to provide a range of social infrastructure and community uses in line with the *Core Strategy, Local Economic & Community Development Plan* as associated with community biased infrastructure.

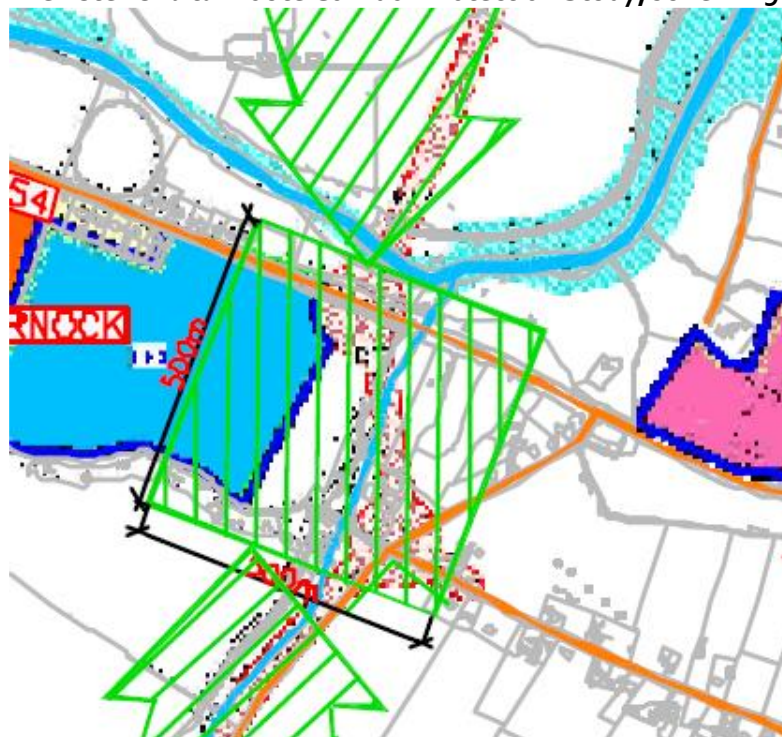
The additional Tourism Zoning provides significant opportunities for the Town and will confirm the plan-led development intentions of the landowner.

It is our view that the re-zoning of these lands allows for orderly and sustainable planning to occur and keeps with the commensurate and required uses for a 'self – sustaining growth town'. The re-zoning of the subject lands ensures 'plan-led' community and tourism infrastructure can be delivered to the benefit of the Trim area and County Meath.

We look forward to your Authority's confirmation of the Material Amendments advertised and as to be carried into the Adopted Plan.

We additionally note the submission of *Transport Infrastructure Ireland* as refers to *Trim Proposed Amendment No. 6* and the reference to the *Leinster Orbital Route Corridor Protection Study, June 2009*. An extract of same is reproduced below.

Leinster Orbital Route Corridor Protection Study, June 2009



Source: Roughan O'Donovan Consultants Report for the NRA, June 2009

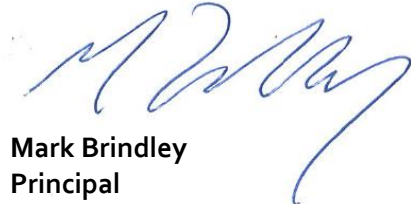
We would contend that the Plan Zoning and Road Corridor Objectives do not necessarily need to conflict and as such confirms the proper use of the zoned lands with substantive potential connectivity for the intended uses. We also draw attention to the referred and stated *Limitations of the Study* as undertaken in 2009, as follows:

this Corridor Protection Study is based only on the outline work done for the Feasibility Report for the Leinster Orbital Route and, for the avoidance of doubt, no comprehensive Constraints Study or Route Selection Study or Junction Strategy or Preliminary Design or Environmental Impact Assessment have been undertaken at this stage.

Environmental concerns as tabled by the Planning Authority's SEA Consultant to the proposed 'soft use' plan zonings and as may in turn ultimately preclude and re-direct the current *Road Corridor Protection Zone*. The concerns of the Council's SEA mitigation team suggest:

Any new building proposals will be set back a minimum 25m from extent of flood zone. Development proposals will avoid negative impact on Knightsbrook River, former Mill buildings and Mill Race, and associated biodiversity corridor on eastern boundary of zoning and will be subject to Site Specific Flood Risk Assessment, Ecological Impact Assessment, Landscape and Visual Impact Assessment and Heritage Impact Assessment.

Yours faithfully



Mark Brindley
Principal
The Planning Partnership