

Senior Executive Officer  
Planning Department  
Meath County Council  
Buvinda House  
Navan  
County Meath

3 March 2020

**Re: Draft Meath County Development Plan 2020-2026**

**Lands at Bracetown and Gunnocks, Dunboyne, County Meath**

**Submission on behalf of Hickwell Limited, Hickcastle Limited. & Hub Management Company Limited By Guarantee, Bracetown Business Park, Dunboyne, County Meath**

Dear Sir/Madam

This submission is made on behalf of Hickwell Ltd. Hickcastle Ltd. & Hub Management Company Limited By Guarantee in response to Meath County Council's request for submissions to the Draft Meath County Development Plan 2020-2026 (MCDP).

This submission proposes the following amendments to the Written Statement and Zoning Map for Dunboyne (Volume 2).

**Proposed Amendment No. 1:** That the Transport – Indicative Road Route on Sheet 13(a) is realigned as indicated in Figure 1, below.

Sheet 13(a) 'Dunboyne-Clonee-Pace Land Use Zoning Map' identifies a roads objective to link the substantial Objective E2/E3 landbanks to north of the M3 to the M3 Motorway at Junction 4. These landbanks are located to the north and south of the Kilbride Road (L1010, formerly the CR580).

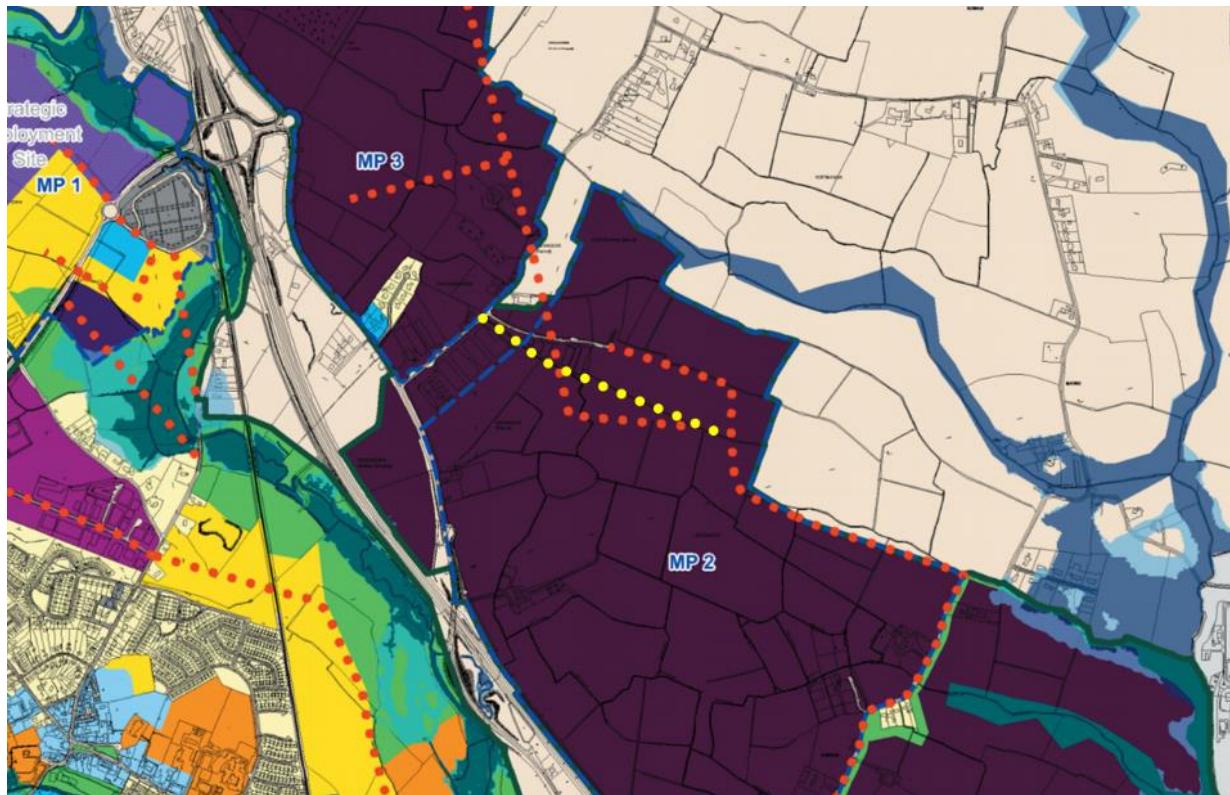
Hickwell Ltd. Hickcastle Ltd. (HLHL) owns and operates The Hub Logistics Park located on the E2/E3 landbank to the south of the Kilbride Road and accessing to the Kilbride Road. Development commenced in 2006 on The Hub Logistics Park under MCC Ref. DA50233 that permitted six logistics/light industrial units of 18,788 sq m serviced by an internal distributor road servicing the totality of the HLHL landbank (Figure 2, below), accessed to the Kilbride Road. A further three units were permitted in 2015 with a combined area of 28,944 sq m.

The Indicative Road Route objective identified on Map 13(a) proposes to utilise the internal private distributor servicing The Hub Logistics Park as part of the wider Distributor Road linking the extensive E2/E3 landbank to the M3 Motorway at Junction 4. The Indicative Road Route is identified by a red dotted line on Map 13(a), reproduced at Figure 1, below. The proposed alternative route is identified by a yellow dotted line on Figure 1.

**Directors:**  
Declan Brassil &  
Sharon Gorman

**Reg No.:**  
329512

**Figure 1 Proposed Realignment of the Indicative Road Route (Yellow Dotted Line)**



**Figure 2 HLHL Landownership and Bracetown Business Park (Proposed Alignment identified by Yellow Dotted Line)**



It is acknowledged that the 'Indicative Road Route' objective identified on Figure 13(a) is 'indicative' and provides sufficient flexibility to adjust the alignment at route selection and detailed design stage having regard to the appropriate junction locations, landownership, topography, future development proposals, etc. Notwithstanding, it is submitted that it is appropriate that the identified alignment should avoid areas that are known to be undeliverable at the time of the making of the Development Plan.

The indicative alignment utilising the private internal distributor road at The Hub Logistics Park is undeliverable. The private companies operating from the established units own only the building footprint of their respective unit under long lease agreements (999 Years). All circulatory areas including roads, car parks, and loading yards are owned by Hub Management Company Limited By Guarantee (HMCLBG) (CRO Company Reg. No. 425643). Furthermore, the owner of each unit is a stakeholder in HMCLBG and under the terms of all Long Lease Agreements, there are certain obligations placed on HMCLBG in respect of security, employee health and safety, and quality standards of the overall environment of the common areas including the distributor road. The established and permitted warehouses uses may contain bonded warehouse elements that also have specific access and security requirements that could not be achieved if the existing road becomes a public road.

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

This alternative alignment identified on Figures 1 and 2 would create better access and permeability through the wider E2/E3 landbank and would provide a safer road environment for all users. It is proposed that the alignment is indicated between the northern boundary of Bracetown Business Park and the southern boundary of The Hub. A new junction would be created onto the Kilbride Road (L1010). The established entrance to The Hub could be closed and the existing road diverted onto the new road alignment a sufficient distance to the east of the Kilbride Road. Bracetown Business Park could also access the new road, facilitating an overall improvement of traffic safety conditions on the Kilbride Road.

I trust that the Council will afford due regard to the matters raised in this submission and I look forward to a favourable outcome in the draft Plan when published.

Yours sincerely



Declan Brassil

**Declan Brassil & Co.**