

29 June 2021

Meath County Council
Buvinda House
Navan
Co. Meath
A84 NY73

DRAFT MEATH COUNTY DEVELOPMENT PLAN 2021-2027 MATERIAL ALTERATIONS

Dear Sir / Madam,

1. Introduction

Runways Information Services Limited (RISL) welcomes the opportunity to engage with Meath County Council on the material alterations proposed to the draft Meath County Development Plan 2021-2027.

RISL owns and operates at multiple data center buildings situated on approximately 221 hectares (546 acres) (see Figure 1), the majority of which is in County Meath. RISL's landholding is predominantly zoned as E2/E3 (General Enterprise and Employment / Warehousing and Distribution) as outlined in Figure 2.



Figure 1 Approximate Boundary of RISL's Landholding

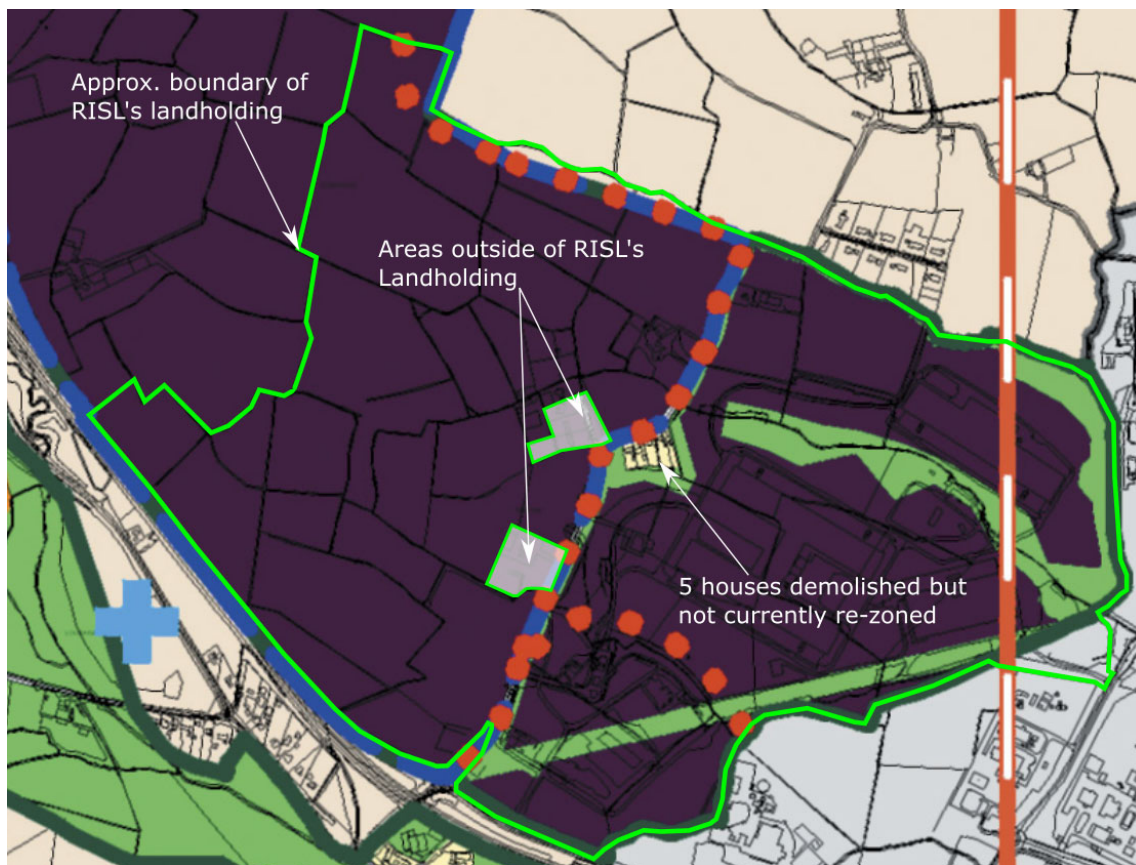


Figure 2 Zoning of RISL's Landholding in County Meath [annotations added]

RISL would like to raise some observations as set out in the following sections of this letter.

2. Zoning

Within RISL's landholding there are 5 no. former residential plots (as outlined with a yellow dashed line in Figure 3). The houses on these plots were vacated in 2016 and demolished in May 2021, as consented by Meath County Council register reference RA200214.

This part of RISL's site is currently being landscaped in accordance with the proposals consented under register reference RA200214.

RISL notes that the area where these 5 dwellings were located has not been zoned as E2/E3 (General Enterprise and Employment / Warehousing and Distribution) as is the case with other vacant and habitable residential plots in this area.

RISL therefore requests that Meath County Council considers re-zoning this area from A1 (Existing Residential) / F1 (Open Space) to E2/E3 (General Enterprise and Employment / Warehousing and Distribution) in line with the rest of their campus and other residences proximate to the site.



Figure 3 Former Residential Plots within RISL's landholding [annotations added]

3. Transport – Indicative Road Routes

Within RISL's CLN 1-3 Datacentre Campus, there is an indicative distributor road marked on the Meath County Development Plan known as the Damastown Link Road (see Figure 4). This indicative distributor road was originally intended to provide access to logistics and warehousing units owned and used by multiple parties and accommodate an associated increase in peak traffic on the R156. The lands are however fully contained within RISL's site so the infrastructure needs of previously envisioned development and an associated increase in R156 traffic has been eliminated.

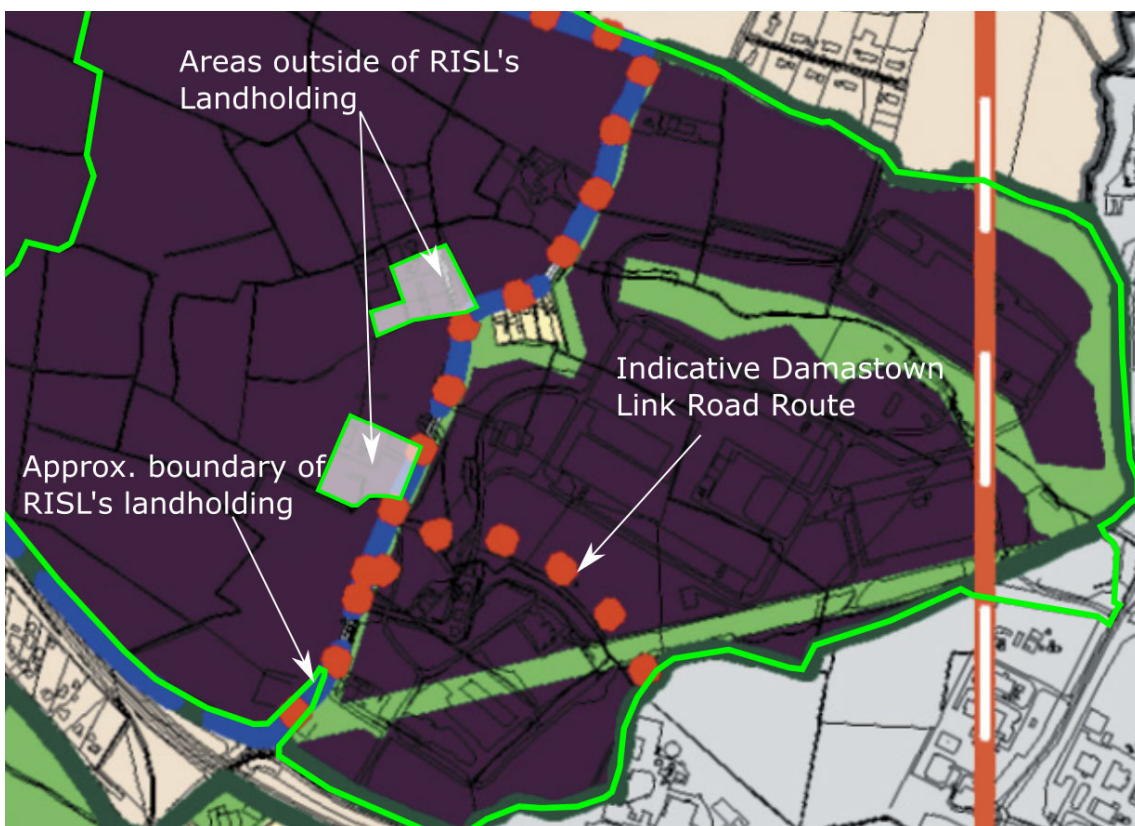


Figure 4 Indicative Damastown Link Road Route [annotations added]

The lands in their entirety have since been acquired and developed by a single landowner who does not require the Damastown Link Road for their operational needs or to cater to traffic generated by RISL's Datacentre Campus so the original intent for the road no longer exists.

The Damastown Link Road is not included in the Fingal County Development Plan 2017-2023 nor was it included in any previous iteration of same. As indicatively shown on the draft Meath County Development Plan 2021-2027, it stops at RISL's eastern boundary and, if constructed, would form a cul-de-sac within RISL's landholding and would not provide access to any other lands. This would give rise to unacceptable security risks to RISL.

The Damastown Link Road was also initially proposed to alleviate traffic at peak times on the R156 along the southern boundary of RISL's CLN Datacentre Campus. As proposed in the Meath County Development Plan, the Damastown Link Road would not alleviate traffic as a connection to adjoining lands within Fingal County Council's administrative boundaries is not provisioned for in the Fingal County Development Plan 2017-2023. Furthermore, RISL understands that Transport Infrastructure Ireland (TII) are considering options to upgrade Junction 4b of the M3, which would increase capacity of Junction 4b and arguably remove the rationale for the Damastown Link Road especially given it is now certain there will be no private development or associated demand on road infrastructure.

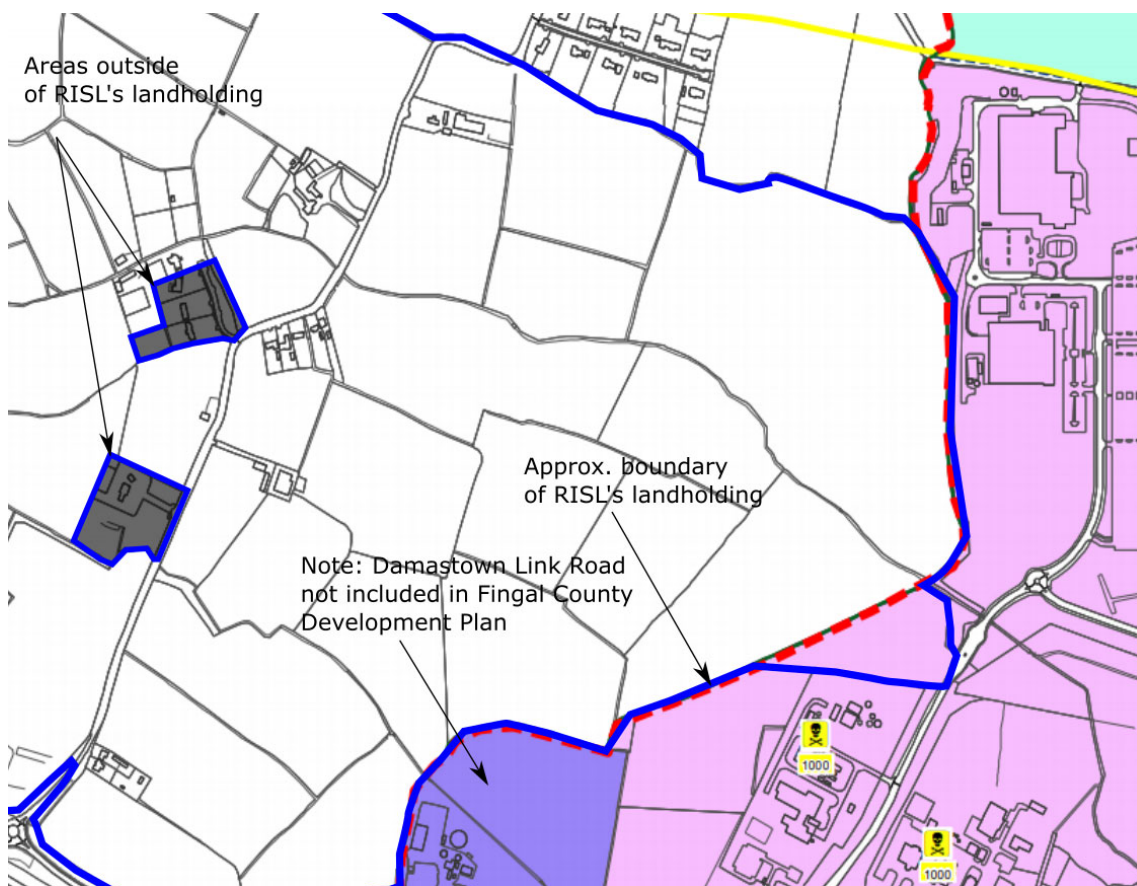


Figure 5 Excerpt from Fingal County Development Plan 2017-2023 (Sheet 12, Blanchardstown North)¹ [annotations added]

Meath (ref: RA180048) and Fingal (FW18A/0008) County Councils has granted planning permission for an engineered security fence to prevent unauthorised access to the RISL's campus. This security fence has since been constructed at significant expense to RISL.

The above and below ground infrastructure within RISL's campus requires security to safeguard the integrity and continuous operations. The Damastown Link Road, which would be fulfilling no obvious purpose, therefore creates an unnecessary cost to County Meath and risk to RISL's Datacentre Campus.

¹ <https://www.fingal.ie/sites/default/files/2019-03/Fingal%20Development%20Plan%202017-2023%20-%20Sheet%2012%20Blanchardstown%20North.pdf>

The Strategic Vision of the Draft Meath County Development Plan 2021-2027 is:

'To improve the quality of life of all citizens in Meath by creating an environment that supports a vibrant growing economy and a well-connected place to live, learn and do business'.

The substantial investment required to develop the Damastown Link Road would not facilitate the overarching strategic vision of the Draft Meath County Development Plan 2021-2027 in that it would not facilitate access to undeveloped zoned lands either in Meath or in neighbouring Fingal. As such there is no remaining logical need for the scheme visible.

The indicative route as shown in the draft Meath County Development Plan 2021 – 2027 would not meet the requirements of a number of the draft plan's policies and objectives which are outlined in Table 1.

It is logical that within the context of the upgrades to the N3-M50 to Clonee scheme, a review of the local road network in the vicinity should occur to ensure a comprehensive understanding of traffic flow in the area and the effects of the upgrade works on the same, particularly the R156. Similarly, as RISL's campus now provides certainty to the traffic make-up of the area in the form of a single landowner, the rationale for the future Damastown Link Road should be re-assessed and resolved concurrently with the N3 – M50 Clonee scheme.

This integrated approach will help ensure all requirements reflect conditions resulting from RISL's land ownership and a comprehensive and optimal solution results. The indicative Damastown Link Road shown in the Meath County Development Plan originated prior to the development of the lands by RISL and the Fingal County Development Plan does not reflect the other end of the Damastown Link Road. The Damastown Link Road therefore no longer serves any useful purpose in the Draft Meath County Development Plan 2021-2027 and should be removed accordingly.

RISL as a major landowner in County Meath reserves the right to provide further observations at the appropriate juncture during the development plan process.

Yours sincerely,



Niall McEntegart

Director

Runways Information Services Limited