

Eastern & Midland Regional Assembly

Tionól Reigiúnach Oirthir agus Lár-Tíre

MINUTES for MEETING

**OF THE EASTERN AND MIDLAND
REGIONAL ASSEMBLY**

HELD ON

Friday, 1st March 2019

IN

**COUNCIL CHAMBER,
CITY HALL,
DUBLIN 2**

MINUTES OF THE MEETING OF EASTERN AND MIDLAND REGIONAL ASSEMBLY HELD ON 1ST MARCH 2019, COUNCIL CHAMBER, CITY HALL, DUBLIN 2.

Cllr Paddy Bourke	Cllr David Healy
Cllr Paddy Bracken	Cllr Paddy Hill
Cllr Christy Burke	Cllr Pamela Kearns
Cllr Mick Cahill	Cllr Ivan Keatley
Cllr Ciaran Cuffe	Cllr Dermot Lacey
Cllr Thomas Cullen	Cllr Colm Markey
Cllr Kieran Dennison	Cllr Lettie McCarthy
Cllr Eamon Dooley	Cllr Brian McDonagh
Cllr Francis Duffy	Cllr Padraig McEvoy
Cllr Andrew Duncan	Cllr Martin Miley
Cllr Kate Feeney	Cllr Derek Mitchell
Cllr Catherine Fitzgerald	Cllr Maria Murphy
Cllr Brian Fitzgerald	Cllr PJ Reilly
Cllr Eddie Fitzpatrick	Cllr Tommy Reilly
Cllr Mary Freehill	Cllr Pat Vance
Cllr Mary Hanafin	Cllr Irene Winters

In Attendance:

Mr. Jim Conway, EMRA

Mr. Malachy Bradley, EMRA

Ms. Pauline Riordan, EMRA

Ms. Nicci Nolan, EMRA

Mr. Ross Higgins, EMRA

Mr. Simon Musial, EMRA

Apologies received from Ms. Joan Martin, Designated Chief Executive, Louth County Council.

ITEM 1

Adoption of Minutes of meeting held on 15th February 2019

Minutes of the meeting of the Eastern and Midland Regional Assembly held on the 15th February 2019. The Minutes were proposed by Cllr K Dennison and seconded by Cllr PJ Reilly.

The minutes were **ADOPTED** and **APPROVED**.

ITEM 2

Planning Items

- i. Submission to **Southern Regional Assembly draft RSES**

This was **AGREED**

- ii. Submission on **Proposed Variation No. 1 of the Louth County Development Plan 2015-2021**

This was **AGREED**

- iii. Submission on **Proposed Variation No. 2 to the Roscommon County Development Plan 2014 – 2020**

This was **AGREED**

- iv. Submission on **Proposed Variation No. 4 of the Athlone Town Development Plan 2014-2020**

This was **AGREED**

- v. Submission on **Proposed Variation No. 5 Westmeath County Development Plan 2014-2020**

This was **AGREED**

ITEM 3

Member's motions to Director's Report on Submissions

The director set out the process that had culminated in the draft RSES now being presented to the members for their consideration at this meeting. This included the issues paper, background thematic papers, working draft, SPA meetings, SOAG meetings, TWG meetings and ongoing engagement with stakeholders.

A discussion took place on the draft RSES and around the process for motions and any proposed amendments to be made with contributions from Cathaoirleach Cllr E Fitzpatrick, Cllr F Duffy, Cllr L McCarthy, Cllr P Kearns, Cllr D Lacey, Cllr M Freehill, Cllr D Healy, Cllr K Dennison, Cllr C Cuffe, Cllr T Cullen, Cllr D Mitchell, Cllr C Markey, Cllr I Winters, Cllr K Feeney and Cllr P Vance.

Cllr B Fitzgerald stated that a number of submissions highlighted that it is not possible to deliver the housing units required in the short term to deliver the targets for Dublin in the next 4-5 years, due to delays in the system. The number of submissions commenting on the levels of commuting car use and the lack of public transport in parts of South Dublin is concerning.

Motion Number: 01

Submitted by Councillor: F. Duffy

Add text to P70.

Metrolink Corridor (Metrolink and LUAS greenline extension)

The development of the proposed Metrolink project, which is subject to appraisal and delivery post 2027, will unlock significant long-term residential development capacity in Swords and Swords-Lissenhall and can support economic growth in future Metro Economic Zones in South Fingal and at Dublin Airport, subject to the protection of airport capacity and accessibility. The proposed Metrolink route will continue via the city centre and onwards to Sandyford using the existing LUAS Greenline and the proposed upgrading of this line will support new and emerging districts in the south county at Sandyford, Cherrywood and Ballyogan.

Further underground connections will connect Charlemont to UCD & Knocklyon.

Directors Response:

The Metrolink project is stated in Project Ireland 2040 as Sandyford to Dublin Airport and Swords, it comprises a new segregated light rail line from Swords to the City Centre and the upgrade of the Luas Green Line to a Metro standard. There is no reference to new connections to the southside of the city separate to the green line alignment, in national policy or are they sufficiently developed for inclusion in the RSES. The route selection process for Metrolink is ongoing and being delivered by TII and NTA, any policy position on this route in the RSES would be prejudicial to that process and therefore the RSES should not support such a proposal.

Directors Recommendation:

Reject Motion.

The motion was proposed by Cllr F Duffy and seconded by Cllr P Kearns.

Discussion was held with contributions from Cllr L McCarthy, Cllr P Kearns, Cllr D Lacey, Cllr M Freehill, Cllr D Healy, Cllr K Dennison, Cllr C Cuffe, Cllr T Cullen, Cllr D Mitchell, Cllr D Markey, Cllr I Winters.

The motion went to a vote with Cllr P Bourke, Cllr P Bracken, Cllr C Burke, Cllr M Cahill, Cllr C Cuffe, Cllr T Cullen, Cllr E Dooley, Cllr K Feeney, Cllr C Fitzgerald, Cllr E Fitzpatrick, Cllr M Freehill, Cllr M Hanafin, Cllr D Healy, Cllr P Hill, Cllr P Kearns, Cllr D Lacey, Cllr L McCarthy, Cllr B McDonagh, Cllr P McEvoy, Cllr PJ Reilly and Cllr PJ Reilly voting for the motion to be added.

Cllr K Dennison, Cllr A Duncan, Cllr B Fitzgerald, Cllr I Keatley, Cllr C Markey, Cllr D Mitchell, Cllr M Murphy, Cllr T Reilly and Cllr I Winters voted against the motion.

A vote of 22 for and 9 against, the motion passed.

The motion was **AGREED**.

Motion Number: 02

Submitted by Councillor: F. Duffy

Add text to P72.

Rail;

- DART Expansion Programme - new infrastructure and electrification of existing lines, including provision of electrified services to Drogheda on the Northern Line, Celbridge-Hazelhatch on the Kildare Line, Maynooth and M3 Parkway on the Maynooth/Sligo Line, while continuing to provide DART services on the South-Eastern Line as far south as Greystones.
- New stations to provide interchanges with bus, LUAS and Metro network including at Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook
- **(Remove Reappraisal of, adding Implement)** the extension of the Dunboyne/M3 Parkway line to Navan during the Mid Term Review of the GDA Transport Strategy, see also Chapter 8 Connectivity.
- Complete construction of Metrolink from Swords to Sandyford, **including underground extensions to UCD and Knocklyon from Charlemont.**
- LUAS Green Line Capacity Enhancement in advance of Metrolink; and
- Appraisal, planning and design of LUAS network expansion to Bray, Finglas, Lucan, Poolbeg, **Hazelhatch and Booterstown.**

Directors Response:

The Metrolink project is stated in Project Ireland 2040 as Sandyford to Dublin Airport and Swords, it comprises a new segregated light rail line from Swords to the City Centre and the upgrade of the Luas Green Line to a Metro standard. There is no reference to new connections to the southside of the city separate to the green line alignment, in national policy or are they sufficiently developed for inclusion in the RSES. The route selection process for Metrolink is ongoing and being delivered by TII and NTA, any policy position on this route in the RSES would be prejudicial to that process and therefore the RSES should not support such a proposal.

PI 2040 also includes various LUAS lines and these are supported in the RSES, there is no current proposal for an orbital LUAS at this location and the RSES should not support such a proposal.

Directors Recommendation:

Reject Motion.

Motion was proposed by Cllr F Duffy and seconded by Cllr P Kearns.

Amendments to the motion proposed by Cllr T Cullen and seconded by Cllr Winters, proposed by Cllr I Keatley seconded by Cllr P McEvoy to read as follows;

- DART Expansion Programme - new infrastructure and electrification of existing lines, including provision of electrified services to Drogheda and **further north** on the Northern Line, Celbridge-Hazelhatch or **further south** on the Kildare Line, Maynooth and M3 Parkway on the Maynooth/Sligo Line, while continuing to provide DART services on the South-Eastern Line as far south as Greystones

- New stations to provide interchanges with bus, LUAS and Metro network including at Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook
- **(Remove Reappraisal of, adding Implement)** the extension of the Dunboyne/M3 Parkway line to Navan during the Mid Term Review of the GDA Transport Strategy, see also Chapter 8 Connectivity
- Complete construction of Metrolink from Swords to Sandyford, **including underground extensions to UCD and Knocklyon from Charlemont.**
- LUAS Green Line Capacity Enhancement in advance of Metrolink; and
- Appraisal, planning and design of LUAS network expansion to Bray, Finglas, Lucan, Poolbeg, **Hazelhatch and Booterstown and Blessington**

This amendment was **AGREED** and the substantive motion was put to the floor.

Cllr K Dennison wished to note his objection to the motion but did not want to call a vote.

The substantive motion was **AGREED**.

Motion Number: 03

Submitted by Councillor: F. Duffy

Add text to table on P81.

Metrolink Corridor (Metrolink)	South County Dublin (Cherrywood, Ballyogan, Sandyford, <u>UCD & Knocklyon</u>)
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Directors Response:

The Metrolink project is stated in Project Ireland 2040 as Sandyford to Dublin Airport and Swords, it comprises a new segregated light rail line from Swords to the City Centre and the upgrade of the Luas Green Line to a Metro standard. There is no reference to new connections to the southside of the city separate to the green line alignment, in national policy or are they sufficiently developed for inclusion in the RSES. The route selection process for Metrolink is ongoing and being delivered by TII and NTA, any policy position on this route in the RSES would be prejudicial to that process and therefore the RSES should not support such a proposal.

Directors Recommendation:

Reject Motion

The motion was proposed by Cllr F Duffy and seconded by Cllr P Kearns.

Cllr K Dennison wished to note his objection to the motion but did not want to call a vote.

The motion was **AGREED**.

Motion Number: 04

Submitted by Councillor: F. Duffy

Amend on P148.

Table 8.2: Rail Projects for the Region

Delivery of DART Expansion Programme – delivery of priority elements including investment in new train fleet, new infrastructure and electrification of existing lines. Provide fast, high-frequency electrified services to Drogheda on the Northern Line, Celbridge-Hazelhatch on the Kildare Line, Maynooth and M3 Parkway on the Maynooth/Sligo Line, while continuing to improve DART services on the South-Eastern Line as far south as Greystones

Provide for an appropriate level of commuter rail service in the Midlands and South-East

Complete the construction of the National Train Control Centre

New stations to provide interchange with bus, LUAS and Metro network at including Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook

A feasibility study of high-speed rail between Dublin Belfast, Dublin Limerick Junction/Cork will be carried out

(Remove Reappraisal of, adding Implement) the extension of the Dunboyne/M3 Parkway line to Dunshauglin and Navan

Support construction of Metrolink (from Swords to Sandyford), **including underground extensions to UCD and Knocklyon from Charlemont.**

LUAS Green Line Capacity Enhancement in advance of Metrolink

Undertake appraisal, planning and design of LUAS network expansion to Bray, Finglas, Lucan, Poolbeg, **Hazelhatch and Booterstown.**

Directors Response:

The RSES could further support the delivery of the extension of the Dunboyne/M3 Parkway line to Dunshauglin and Navan, given the designation of Navan as a Key Town.

The Metrolink project is stated in Project Ireland 2040 as Sandyford to Dublin Airport and Swords, it comprises a new segregated light rail line from Swords to the City Centre and the upgrade of the Luas Green Line to a Metro standard. There is no reference to new connections to the southside of the city separate to the green line alignment, in national policy or are they sufficiently developed for inclusion in the RSES. The route selection process for Metrolink is ongoing and being delivered by TII and NTA, any policy position on this route in the RSES would be prejudicial to that process and therefore the RSES should not support such a proposal.

PI 2040 also includes various LUAS lines and these are supported in the RSES, there is no current proposal for an orbital LUAS at this location and the RSES should not support such a proposal.

Directors Recommendation:

Under Table 8.2 Rail Projects for the Region

Include reappraisal of the extension of the Dunboyne / M3 Parkway to Dunshaughlin and Navan as part of the 2-year review of the RSES and to be promoted by the Assembly as part of the next review of the NTA Transport Strategy.

Motion was proposed by Cllr F Duffy and seconded by Cllr P Kearns.

A discussion took place with contributions from Cllr M Freehill, Cllr B McDonagh, Cllr C Markey, Cllr B Fitzgerald, Cllr K Feeney and Cllr D Lacey.

Amendments to the motion were proposed by Cllr Freehill and seconded by Cllr Dennison to include;

That it is agreed that in principle there is a need to carry out an evaluation of underground metro routes within in M50

This amendment was agreed and the substantive motion was put to the meeting.

The substantive motion was **AGREED**.

Motion Number: 05

Submitted by Councillor: P. Hill

That the RSES policy for Athlone reflects its status as a designated regional centre under the NPF and that the RPOs and narrative for Athlone are positive and of a strategic level to recognise its position in the settlement hierarchy.

The RSES should include a clear framework for how to deliver an Urban Area Plan, including reference to other joint plans and strategies. This should be consistent between both Regional Assemblies in terms of approach, scope and underpinning terminologies, and should be applied to other similarly designated centres across both regions.

Directors Response:

Project Ireland 2040 – NPF, NPO 7 identifies the regional centres of Athlone, Sligo and Letterkenny and the Letterkenny – Derry and Drogheda – Dundalk – Newry cross border networks. This is reflected in the designation of these settlements as regional growth centres. It is key that there is consistency between the North and Western Regional Assembly RSES and the Eastern and Midland Regional Assembly RSES in the policy focus of these settlements to ensure a balanced application of national policy at regional level.

The role of the RSES is to address the high-level strategy approach to the future of each of the regional growth centres, and should state a strategic vision, profile and strategic needs for these centres. It is contended that the RSES for both the EMRA and the NWRA should reflect this requirement in addressing the needs of the designated regional growth centres by providing a policy response at the relevant strategic scale befitting an RSES which is a strategic plan for the region.

The NPF identified a ‘strategic plan’ for these centres which is addressed in the provision for joint Urban Area Plans (UAP) utilising the existing Local Area Plan legislation (both the NPF and the Implementation Roadmap circular refer). They are intended to be (jointly) prepared after

the approval of the RSES, by the relevant local authorities, through LAP legislation prior to determination by the full Council(s). In this regard the RSES should outline the content, requirements and key drivers of the UAP in order that these plans are prioritised and delivered for these centres, by the relevant local authorities in conjunction with the Regional Assemblies.

The RPOs for Athlone should be strategic and of a regional nature to support Athlone as a regional growth centre and to deliver on its potential. The narrative and text on Athlone should have a positive context and better reflect the key aspects and opportunities of the town and its connectivity to the wider region.

In the interests of policy equality across all three Regional Growth Centres in our region, the narrative for Drogheda and Dundalk should also be updated to reflect the nature of the updated narrative for Athlone.

Directors Recommendation:

Update narrative and text on the Regional Growth Centres of Athlone, Drogheda and Dundalk to a positive context and better reflect the key aspects and opportunities.

Insert the following RPOs in relation to Athlone;

RPO A cross-boundary Joint Urban Area Plan (UAP) shall be prepared by Westmeath County Council and Roscommon County Council in collaboration with the two Regional Assemblies to provide a coordinated planning framework for the future physical, economic and social development of Athlone. The Joint UAP shall identify Athlone's functional urban area and adopt a boundary for the plan area in addition to the identification of strategic housing and employment development areas and infrastructure and investment requirements to promote greater co-ordination and sequential delivery of serviced lands for development, in order to realise Athlone's status as a Regional Growth Centre.

RPO Support the regeneration of underused town centre and brownfield / infill lands along with the delivery of existing zoned and serviced lands to facilitate significant population growth and achieve sustainable compact growth target of 30% of all new homes to be built within the existing built up urban area.

RPO Promote Athlone as a key location for regional economic development supporting the provision of increased employment through the expansion of the existing enterprise ecosystem in Athlone and creation or expansion of distinct industrial specialisms that have developed through collaboration with the relevant enterprise agencies including the IDA, Athlone Institute of Technology and the Midlands Innovation and Research Centre and support the provision of physical infrastructure and zoned lands to realise the phased delivery of strategic employment lands in central accessible locations.

RPO Support the role of Athlone Institute of Technology as a centre of excellence for education and in achieving its status as a Technological University.

RPO Support the development of a cross sectoral approach to promote Athlone as a key tourism destination in the Midlands, building on Fáilte Ireland's Hidden Heartlands brand and the forthcoming Shannon Tourism Masterplan to develop the recreation and amenity potential of waterways including the River Shannon and Lough Ree and the development of a greenway network including the Galway to Dublin Cycleway.

RPO Support ongoing implementation of flood risk management and flood alleviation measures to facilitate the growth of Athlone subject to the outcome of appropriate environmental assessment and taking account of the proximity of sites of international nature conservation interest.

RPO Support the development of joint Economic, Transport and Retail plans by Westmeath County Council and Roscommon County Council in collaboration with the relevant agencies to facilitate the growth of Athlone as a regional economic driver and to realise its status as a Regional Growth Centre.

The motion was proposed by Cllr P Hill and seconded by Cllr M Cahill.

A discussion followed with contributions from Cllr A Duncan, Cllr K Dennison, Cllr P Hill, Cllr C Fitzgerald, Cllr M Cahill, Cllr P Bracken, Cllr D Mitchell, Cllr P Vance, Cllr D Lacey, Cllr PJ Reilly and Cllr E Dooley.

A vote was proposed by Cllr C Fitzgerald and seconded by Cllr P Bracken to not have Athlone designated as a regional growth centre.

Cllr P Bracken and Cllr C Fitzgerald voted for this amendment.

Cllr M Cahill, Cllr C Cuffe, Cllr K Dennison, Cllr E Dooley, Cllr F Duffy, Cllr A Duncan, Cllr K Feeney, Cllr B Fitzgerald, Cllr E Fitzpatrick, Cllr M Freehill, Cllr M Hanafin, Cllr D Healy, Cllr P Hill, Cllr P Kearns, Cllr D Lacey, Cllr C Markey, Cllr L McCarthy, Cllr B McDonagh, Cllr P McEvoy, Cllr D Mitchell, Cllr M Murphy, Cllr PJ Reilly, Cllr T Reilly, Cllr P Vance and Cllr I Winters voted against this amendment.

Cllr P Bourke, Cllr C Burke and Cllr T Cullen abstained.

A vote of 2 for and 25 against, the amendment was rejected.

Cllr A Duncan wished to note his objection to the motion.

The Director's Recommendation was **AGREED**.

Motion Number: 06

Submitted by Councillor: P. Vance

Section 5.6 Core Strategy	Add the following: <i>The distribution of population growth provided for in the NPF for counties Fingal, Kildare and Wicklow shall be exclusive of population growth in Swords, Maynooth and Bray; population growth in the metropolitan area settlements of Bray, Maynooth and Swords shall be assigned from the population growth targeted for Dublin city and suburban area growth target in accordance with NPO 68 of the NPF</i>
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Directors Response:

NPO 68 in the NPF allows for the distribution for up to 20% of the phased population growth targeted in Dublin city and suburbs, to be accommodated within the wider metropolitan area. This is subject to any relocated growth to comprise compact development, served by existing or planned high capacity public transport and/or significant employment and amenity provision. This is to allow for a phasing -in period of transition to achieving compact growth targets in the city having regard to the longer delivery time for the development of brownfield and infill lands. The NPF Implementation Roadmap then sets out county level population projections to enable population growth to the census years of 2026 and 2031.

Chapter 5 – MASP of the RSES sets out that this allowance for the phased transfer of up to 20% population targets should only apply to the Metropolitan Key Towns of Bray, Maynooth and Swords, and only if they can demonstrate compact growth on high capacity planned or existing public transport corridors. The Directors Report on submissions clarifies that the further distribution of population targets for the MASP and all the relevant development plans contained therein, will be a matter for agreement in consultation with the MASP Implementation Group post adoption of RSES. This will include the population targets for the Metropolitan Key towns and it should not be determined at this stage in advance of further progression of the MASP and revised ministerial guidelines on development plans to set out the approach to core strategies.

However, the RSES would benefit from additional narrative be inserted into Section 5.6 Core Strategy to clarify arrangements for the phased distribution of population in the MASP.

Directors Recommendation:

Update Section 5.6 Core Strategy in the MASP and insert the following;

The determination of population targets for local authorities within the MASP including the population targets for the city and the Metropolitan Key towns is a matter for the agreement in consultation with the MASP Implementation Group after the adoption of the RSES and prior to inform the preparation of core strategies of the relevant city and county development plans.

Motion proposed by Cllr P Vance and seconded by Cllr D Mitchell.

The Director's recommendation was **AGREED**.

Motion Number: 07

Submitted by Councillor: P. Vance

Section 4.6 Key Towns	<p>Add the following under BRAY</p> <p><i>RPO 4.XX: To ensure ongoing significant investment in public transport infrastructure, including the Luas green line extension to Bray and Fassaroe as a priority, to ensure its continued renewal, maintenance and improvement to a high level to ensure high quality of frequency, safety, service, accessibility and connectivity.</i></p> <p><i>Omit reference to 'IDA site in Greystones' in all or any amended narrative and objectives for Bray</i></p>
Section 4.6 Key Towns	<p>Add the following under WICKLOW – RATHNEW</p> <p><i>RPO 4.XX: To ensure ongoing significant investment in rail infrastructure to ensure its continued renewal, maintenance and improvement to a high level to ensure high quality of frequency, safety, service, accessibility and connectivity.</i></p>
Section 8.4 Transport Investment Priorities	<p>Add the following in Table 8.2</p> <p><i>'Significant improvement and investment in rail infrastructure on the south eastern line including major enhancement to rail (DART) services to Greystones and major track capacity and service improvements south of Bray'</i></p>

Directors Response:

In response to the motions to amend the Regional Policy Objectives (RPO) of the Key Towns of Bray and Wicklow-Rathnew, it is considered reasonable to include a specific RPO to support investment of public transport infrastructure in Bray and Wicklow, however there should be policy alignment with the PI 2040 - National Development Plan and other sectoral investment plans. It is considered that the development of Bray-Fassaroe should be undertaken in collaboration between Wicklow County Council and the transport agencies to ensure the delivery of roads and public transport Infrastructure to support the planned westward expansion of the town.

It should be noted that amendments are also proposed in the Directors report to other key towns in the region. In this regard it is considered that Section 4.6 Key Towns should be updated to ensure alignment in the approach to Key Towns in particular to provide for a more positive narrative that supports the sustainable compact growth of all Key Towns in the region.

In response to the proposed amendment to table 8.2 the RSES reflects the current national development plan capital envelope and the committed to projects contained therein, with a few additional regional prioritisations. Table 8.2 already contains prioritisations for improvement of DART services to Greystones and an appropriate level of rail commuter service in the south-east.

Directors Recommendation:

Update Section 4.6 to provide for a more positive narrative and strategic RPOs that support the sustainable compact growth of designated Key Towns.

Update narrative and include new RPO for Bray Key Metropolitan Town;

To support ongoing investment in public transport infrastructure, including the appraisal, planning and design of the LUAS extension to Bray, to ensure its continued renewal, maintenance and improvement to a high level to ensure high quality of frequency, safety, service, accessibility and connectivity. The development of Bray-Fassaroe should be undertaken in collaboration between Wicklow County Council and the transport agencies to ensure the delivery of enabling transportation infrastructure.

Omit reference to 'IDA site in Greystones' in all or any amended narrative and objectives for

Bray Update narrative and include new RPO for Wicklow -Rathnew Key Town;

To support ongoing investment in rail infrastructure to ensure its continued renewal, maintenance and improvement to a high level to ensure high quality of frequency, safety, service, accessibility and connectivity.

Motion proposed by Cllr P Vance and seconded by Cllr D Mitchell.

The Director's recommendation was **AGREED**.

Motion Number: 08

Submitted by Councillor: P. Vance

Amend Table 8.4 as follows

- maintain existing list of schemes
- break table into road categories

Table 8.4A: Road Projects for the Region (National Primary Roads)

<ul style="list-style-type: none">· M7 Naas to Newbridge bypass widening,· N2 Slane Bypass· N2 Rath Roundabout to Kilmoon Cross· N2 Ardee to south of Castleblaney· M4 Maynooth to Leixlip· N4 Mullingar to Longford (and Sligo)· M11 from Jn 4 M50 to Kilmacanogue· N3 Clonee to M50· M50 Dublin Port South Access· Osberstown Interchange
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Table 8.4B: Road Projects for the Region (National Secondary Roads)

- *N52 Ardee Bypass*
- *N52 Tullamore to Kilbeggan*
- *N80 Improvements including inter regional and intra-regional accessibility.*
- *N81 Tallaght to Hollywood scheme including linkage roads from B altinglass and Dunlavin to N9 from N81.*

Table 8.4C: Road Projects for the Region (non-national roads)

- *Sallins Bypass*
- *Adamstown and Nangor Road Improvements*
- *Portlaoise Southern Distributor Road*
- *Laytown to Bettystown Link Road*
- *Athy Southern Distributor Road*

Directors Response:

The RSES should only list nationally significant road schemes that are strategic for the region. It is not intended to establish an exhaustive list of schemes for development over the period of the draft RSES especially with regard to maintenance and management of the Region’s roads network. In this regard the list of significant regional road schemes should be removed to reflect the strategic nature of the RSES. This has been requested by transport agencies in their submissions to the draft RSES.

It is noted the strategy states that it is intended that road schemes are developed in accordance with Guidelines on a Common Appraisal Framework for Transport Projects and Programmes for the Department of Transport, Tourism and Sport in accordance with the general objectives of the draft RSES and the NTA’s Transport Strategy for the Greater Dublin Area.

Only the relevant list of national projects in this chapter should be retained, whilst noting that other sections in the RSES have other projects that are considered drivers at the lower settlement scale and they should be referenced there, not in this chapter and table.

Directors Recommendation:

Remove the box ‘Significant Regional Road Schemes’ and all the schemes included within.

Edit Table 8.4 to include only the following projects;

- M7 Naas to Newbridge bypass widening, Osberstown Interchange and Sallins Bypass
- N2 Slane Bypass
- N2 Rath Roundabout to Kilmoon Cross
- N2 Ardee to south of Castleblaney
- M4 Maynooth to Leixlip

- N4 Mullingar to Longford (and Sligo)
- M11 from Jn 4 M50 to Kilmacanogue
- N3 Clonee to M50
- Dublin Port South Port Access Route
- N52 Ardee Bypass
- N52 Tullamore to Kilbeggan

Motion proposed by Cllr P Vance and seconded by Cllr T Cullen.

Amendment to the Director's recommendation was proposed by Cllr P Vance P Bracken and D Lacey and seconded by Cllr T Cullen to include

- N81 Tallaght to Hollywood Scheme including linkage roads from Baltinglass and Dunlavin to N9 from N81
- N80 improvements including intra-regional accessibility
- Omission of Dublin Port South Road access route

The amendment was **AGREED**.

A discussion took place with contributions from Cllr T Cullen, Cllr D Mitchell, Cllr D Lacey, Cllr P Vance and Cllr P Bracken.

The substantive Director's recommendation was **AGREED**.

Motion Number: 09

Submitted by Councillor: P. Vance

<p>Section 3.2 Growth Strategy &</p> <p>Section 5.3 Guiding Principles for the growth of the Dublin Metropolitan Area</p>	<p>The Director has recommended revised text as follows:</p> <p><i>Key Growth Enablers for Dublin City and Metropolitan Area (See also Section 5.3) include;</i></p> <ul style="list-style-type: none"> • <i>To increase employment in strategic locations, with a focus on re-intensification and regeneration of lands within the M50, a limited number of people intensive hubs in accessible locations, building commercial and research synergies in proximity to large employers and activating strategic sites to strengthen the local employment base in commuter towns.</i> <p>Proposed to amend revised text as follows:</p> <p><i>To increase employment in strategic locations, with a focus on re-intensification and regeneration of lands within the M50 and in a limited number of people intensive hubs in accessible locations outside the M50, building commercial and research synergies in proximity to large employers and activating strategic sites to strengthen the local employment base in commuter towns.</i></p>
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Directors Response:

It is noted that the location of future employment growth in the Dublin Metropolitan Area is addressed in both Section 3.2 Key Growth Enablers and 5.3 Guiding Principles and considered that there should be good alignment between these two sections and with the 'Guiding Principles for Strategic Employment Locations' as set out in Section 6.3 and the 'Guiding Principles for Integration of Land use and Transport' as set out in Section 8.3. In this regard it is considered reasonable to omit the reference to a 'limited' number of employment hubs, and to include reference to the need for people intensive employment to be located in sustainable locations near to high quality public transport hubs

Directors Recommendation:

Amend Section 3.2 Growth Enablers for Dublin City and Metropolitan Area, to read as follows;

To increase employment in strategic locations, with a focus on re-intensification and regeneration of lands within the M50, and providing for people intensive employment at other sustainable locations near high quality public transport nodes, building on commercial and research synergies in proximity to large employers and activating strategic sites to strengthen the local employment base in commuter towns.

Motion proposed by Cllr P Vance and seconded by Cllr D Mitchell.

The Director's recommendation was **AGREED**.

Motion Number: 10

Submitted by Councillor: P. Vance

Section 5.7 Housing Delivery	Amend RPO 5.5 as follows Future residential development in the Dublin Metropolitan Area shall follow a clear sequential approach, with a primary focus on the consolidation of Dublin and suburbs, supported by and the development of Key Metropolitan Towns in a sequential manner as set out in the Metropolitan Area Strategic Plan (MASP) and in line with the overall Settlement Strategy for the draft RSES. Identification of suitable residential development sites shall be supported by a quality site selection process that addresses environmental concerns.
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Directors Response:

The RSES promotes a sequential approach to development with a primary focus on the consolidation of Dublin city and suburbs as the lead settlement in the Settlement Strategy, both for the region and the state. However, the RSES also supports the planned development of Key Metropolitan Towns as set out in the Metropolitan Area Strategic Plan (MASP), and considers the proposed amendment is reasonable to clarify that the growth potential of key towns can be realised in their own right.

Directors Recommendation:

Accept Motion

Motion proposed by Cllr P Vance and seconded by Cllr D Mitchell.

The motion was **AGREED**.

Motion Number: 11

Submitted by Councillor: P. Vance

Table 7.1	<p>Amend table to include the following green infrastructure and cultural heritage assets:</p> <ul style="list-style-type: none"> - <i>under the heading 'maritime towns and beaches', <u>Wicklow Town</u></i> - <i>under the heading 'lakes, rivers and canals': <u>Lough Tay - Lough Dan on the Cloghoge River (leading to Avonmore); Vartry Reservoir (part of River Vartry system); River Slaney and tributary the Derry River which rise in Co. Wicklow and forms part of the River Slaney system (designated cSAC).</u></i> - <i>under the heading 'Greenways, Blueways and Peatways' <u>Blessington greenway</u>;</i> - <i>under the heading 'national and regional parks', <u>Avondale and Kilmacurragh</u></i>
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Directors Response:

The Director welcomes the motion to amend green infrastructure and cultural heritage assets in Table 7.1, although Table 7.1 provides an indicative list of assets in the region.

Directors Recommendation:

Accept Motion

Motion purposed by Cllr P Vance and seconded by Cllr D Mitchell.

The motion was **AGREED**.

Motion Number: 12

Submitted by Councillor: P. Vance

Maps

- (a) The map of green infrastructure in Wicklow to be corrected at this stage rather than at implementation stage – it may cause conflict if an inaccurate map is included in adopted strategy.
- (b) The map of economic assets to include Clermont Campus Rathnew and IDA sites in Bray
- (c) The map of rural areas under urban influence – the Director indicates that this map will be provided but will only show influence of settlements in our region. This map shall include influence of towns outside EMRA region

Directors Response:

The Director's Report recommends that the fig 7.3 green infrastructure should be replaced by a map of all the Green Infrastructure and assets in the region. This map was based on land zonings sourced from Myplan and NPWS mapping it is not reflective of Green Infrastructure in the Region or Strategic Natural, Cultural or Heritage Assets and should be removed.

The mapping of Strategic Economic Assets in the Region (Figs 6.5 and 6.6 refer) was carried out in consultation with DBEI and the enterprise agencies including IDA and EI. While it is not intended to represent an exhaustive list of assets, it is accepted that the mapping of region-specific data omitted the inclusion of Carlow Institute of Technology (IT) and by association the Wicklow County Campus which provides for higher education programmes in partnership with Carlow IT.

The mapping of Functional Urban Areas was carried out in collaboration with the NTA based on region specific data that identified the commuting catchments of settlements. It is considered that the identification and mapping of functional areas of settlements outside the Eastern and Midlands Region would be a matter for consideration by the other relevant regional assemblies.

Directors Recommendation:

Remove Figure 7.3

Update Strategic Economic Assets Map to include Carlow IT and Wicklow County Campus.

Motion proposed by Cllr P Vance and seconded by Cllr D Mitchell.

The Directors recommendation was **AGREED**.

Motion Number: 13

Submitted by Councillors: E. Fitzpatrick, E. Dooley, M. Cahill, PJ Reilly, C. Fitzgerald, and P. Bracken

Offaly and Longford County Council's wish to have their respective Local Authority areas included at the 25% Headroom Population growth to match the other Counties in the Eastern and Midland Region.

Directors Response:

The DHPLG Circular FPS04/2018 – Implementation Roadmap for the National Planning Framework, sets out the provision for headroom to be applied in certain cases. The application of this headroom is for local Authorities in the preparation of the core strategy in their development plan. The lack of access to headroom for some parts of the region is determined by the Roadmap Circular and is not a function of the Assembly or the RSES.

Directors Recommendation:

Reject Motion

Motion proposed by Cllr M Cahill and seconded by Cllr E Dooley.

An amendment was proposed by Cllr M Cahill and seconded by Cllr E Dooley to read as follows;

Core Strategies should apply prioritisation measures rather than de-zoning of land where a surplus of lands is identified in existing plans with regard to the NPF Implementation Roadmap up to 2031. In preparing Core Strategies account should also be given to the consideration of sequential lands which

are suitable for the delivery of housing but may not be forthcoming in the Plan period having regard to 2031 Roadmap targets, subject to proper planning and sustainable development.

The amendment was **AGREED**.

The substantive motion was **AGREED**.

Motion Number: 14

Submitted by Councillor: P. McEvoy

Page 31

Add to the guiding principles on Joint Urban Area Plans

Refer to the need to coordinate the sources funding of infrastructure, including community facilities that will be located within Joint Urban Area Plans.

Directors Response:

The sources of funding for infrastructure are varied and Local Authorities can levy development under the requirements of sections 48 and 49 of the Planning and Development Act 2000 as amended, to fund the provision of infrastructure to serve proposed development. The application of the development contribution schemes is a function of each individual Local Authority and there are no provisions under the Act to allocate this across Local Authorities. In the preparation of Joint Urban Area Plans it is expected that a holistic approach should be taken to the delivery of sustainable communities in the regional growth centres / key towns including the provision of infrastructure and services. This may require local agreements such as service level agreements between Local Authorities to deliver infrastructure and services in a coherent and efficient manner, however this cannot be included as a consideration for the RSES.

Directors Recommendation:

Reject Motion

Motion was proposed by Cllr P McEvoy and seconded by Cllr D Healy.

The motion was **AGREED**.

Motion Number: 15

Submitted by Councillor: P. McEvoy

Page 124

Table 7.1

Edit the section Medieval, historic and walled towns to read as follows:

Medieval towns of Carlingford, Drogheda, Trim and Athlone. Historic planned towns of Birr, Abbeyleix, Castlepollard and Tyrellspass. Walled towns of Ardee, Carlingford, Drogheda, Athy (*alphabetical order*), Castledermot, ***Kildare, Naas***, Athlone, Trim and Dublin.

Directors Response:

The list of Medieval, historic and walled towns is non exhaustive and there is merit in the inclusion of Kildare and Naas.

Directors Recommendation:

Accept motion

Motion was proposed by Cllr P McEvoy and seconded by Cllr D Healy.

The motion was **AGREED**.

Motion Number: 16

Submitted by Councillors: D. Healy, L. McCarthy and P. McEvoy

Page 24

Add final bullet point;

*support the decarbonisation of the Region

Directors Response:

It is recognised that there should be a statement at the outset of the Growth Strategy to reflect the Climate Action key principle in the overview of the strategy. It is considered that this statement should reflect the key principle and the Regional Strategic Outcomes.

Directors Recommendation:

Insert bullet point;

Support the transition to low carbon, climate resilient and environmentally sustainable region.

Motion was proposed by Cllr P McEvoy and seconded by Cllr D Healy.

The Director's recommendation was **AGREED**.

Motion Number: 17

Submitted by Councillors: D. Healy, L. McCarthy and P. McEvoy

Page 35

RPO 3.4

Proposals for land use designations and transport infrastructure shall undergo quantitative assessment of their impact on greenhouse gas emissions and shall be approved subject to their consistency with national and regional emissions reductions targets.

Directors Response:

The Assembly is strongly committed to the principle of evidence-based policy making in relation to assessing the impact of development on Greenhouse Gas emissions. The assembly have been liaising with the relevant transport authorities to agree a robust model for the calculation of emissions from road transport in the region. There is a requirement for lead in time to specify and recalibrate the model for the regional scale and to determine the correct inputs and outputs that will deliver a robust assessment. Following adoption of the RSES it is recommended that the regional transport emissions assessment be incorporated as a Key Regional Indicator into the statutory monitoring and reporting process of the RSES, as set out in Chapter 11 Implementation and Monitoring, including the statutory two-yearly reporting and six-year review of RSES implementation. In addition, national climate mitigation policy is continuing to develop in Ireland, due to the ongoing work finalising a work programme for the Climate Action Regional Offices for 2019.

However, there is currently no established methodology to carry out such a quantitative assessment at plan making or project level. And it would be improper to create such a requirement by way of an RPO without a clear approach to its application. This was an issue in submissions received from local authorities on the draft RSES.

Directors Recommendation:

Reject Motion

A discussion took place with contributions from Cllr K Dennison, Cllr B McDonagh, Cllr P McEvoy, Cllr F Duffy and Cllr D Mitchell.

Motion was proposed by Cllr D Healy and seconded by Cllr P McEvoy.

The motion was **AGREED**.

Motion Number: 18

Submitted by Councillors: D. Healy, L. McCarthy and P. McEvoy

Page 125

Add a guiding principle

That Carbon Sequestration is considered by Local Authorities in the preparation of Green Infrastructure Strategies, whereby certain areas can be considered as strategic and integral mechanism for the long-term storage of carbon to mitigate the contribution of fossil fuels emissions and combat climate change.

Directors Response:

Carbon storing and sequestering land uses is one of five key areas of transition which are a priority in the Draft RSES. In terms of Green Infrastructure Strategies RPO 7.21 refers to the role of Local Authorities in the management of Green Infrastructure.

Directors Recommendation:

Accept Motion

Motion was proposed by Cllr D Healy and seconded by Cllr P McEvoy.

The motion was **AGREED**.

Motion Number: 19

Submitted by Councillors: D. Healy, L. McCarthy and P. McEvoy

Page 134

That RPO 7.29 be amended to read:

RPO 7.29 Within one year of the publication of the RSES, EMRA with appropriate stakeholders shall compile a greenhouse gas emissions inventory for the Region to allow for planning of strategic mitigation action through a Regional Decarbonisation Plan. Updating of the inventories and critical analysis of the proposed measures will be undertaken to track progress within the Region.

Directors Response:

There is concern in relation to RPO 7.29 that there is a difficulty conducting regional emission inventories using current methodologies and within a one-year timeframe. There are numerous bodies who collect some of this information, unfortunately most of it is at a national scale. However, the Directors' Report and RPO 7.28 commits to a regional transport emissions model which can be used for mitigation plans and to inform policy making. It is also committed to using this emissions model as a regional indicator as part of the baseline information under RPO 12.5.

Directors Recommendation:

Include the regional transport emissions model as a specific indicator for monitoring in section 12.3 of the RSES.

Motion was proposed by Cllr D Healy and seconded by Cllr P McEvoy.

The Director's recommendation was **AGREED**.

Motion Number: 20

Submitted by Councillors: D. Healy, L. McCarthy and P. McEvoy

That RPO 7.30 be amended to read

RPO 7.30: On publication of the first regional emission inventory, the EMRA in conjunction with appropriate stakeholders shall identify the sectoral emissions and assign a series of sectoral emissions reductions targets for each sector within the Regional Decarbonisation Plan. These emissions reductions targets will be based on an aggregate 40% reduction in greenhouse gas emissions by 2030 in line with the EU 2030 Framework.

Directors Response:

There is concern in relation to RPO 7.29 that there is a difficulty conducting regional emission inventories using current methodologies and within a one-year timeframe. Therefore, the requirements of RPO 7.30 also cannot be achieved.

In addition, work is ongoing finalising a work programme with the Climate Action Regional Offices for 2019, with this in mind the RSES should include high level objectives in relation to climate mitigation, in a changing policy context. Therefore, it is recommended to omit RPO 7.30.

Directors Recommendation:

Reject Motion

Motion was proposed by Cllr D Healy and seconded by Cllr P McEvoy.

The motion was **AGREED**.

Motion Number: 21

Submitted by Councillors: D. Healy, L. McCarthy and P. McEvoy

That RPO 7.31 be amended to read:

With the assistance and support of the Climate Action Regional Offices, Local Authorities shall develop, adopt and implement local climate adaptation and mitigation strategies, which shall address issues including local vulnerability to climate risks and identify and prioritise actions, in accordance with the guiding principles of the National Adaptation Framework, National Mitigation Plan.

Directors Response:

The Director welcomes the proposed rewording of RPO 7.31 and also considers that this section 7.8 in the draft RSES should be updated to reflect the proposed amendments to RPOs and the emerging dynamics in Climate Action in Ireland.

Directors Recommendation:

Accept Motion and Update narrative in section 7.8 accordingly.

Motion was proposed by Cllr P McEvoy and seconded by Cllr D Healy.

The motion was **AGREED**.

Motion Number: 22

Submitted by Councillors: D. Healy, L. McCarthy and P. McEvoy

Page 145

Amend the second bullet point

The predicted impact of the potential land use and transport infrastructure on modal split and transport greenhouse gas emissions should be assessed to deliver on national and regional targets using the assessment approaches identified or developed in accordance with RPO 7.28.

Directors Response:

The assembly have been liaising with the relevant transport authorities to agree a robust model for the calculation of emissions from road transport in the region. There is a requirement for lead in time to specify and recalibrate the model for the regional scale and to determine the correct inputs and outputs that will deliver a robust assessment. Following adoption of the RSES it is recommended that the regional transport emissions assessment be incorporated as a Key Regional Indicator into the statutory monitoring and reporting process of the RSES, as set out in Chapter 11 Implementation and Monitoring, including the statutory two -yearly reporting and six -year review of RSES implementation. In addition, national climate mitigation policy is continuing to develop in Ireland, due to the ongoing work finalising a work programme for the Climate Action Regional Offices for 2019.

Directors Recommendation:

Accept Motion

Motion was proposed by Cllr D Healy and seconded by Cllr P McEvoy.

The motion was **AGREED**.

Motion Number: 23

Submitted by Councillors: D. Healy, L. McCarthy and P. McEvoy

RPO 7.34

A regional landscape strategy ~~could~~ **should** be developed to support delivery of projects within the Strategic Renewable Energy Zones.

Directors Response:

The Director acknowledges the need to establish a consistent regional landscape strategy to support the delivery of projects within Strategic Renewable Energy Zones. However, this is predicated on the delivery of a national landscape strategy and character assessment – see RPO 7.25. The delivery of these national landscape documents should not hinder the delivery of the identification of Strategic Renewable Energy Zones in our region.

Directors Recommendation:

Reject Motion

A discussion took place with contributions from Cllr I Keatley.

Motion was proposed by Cllr D Healy and seconded by Cllr P McEvoy.

The motion was **AGREED**.

Motion Number: 24

Submitted by Councillors: D. Healy, L. McCarthy and P. McEvoy

Chapter 7

That an RPO is set out in the green infrastructure chapter, that seeks to develop guidance for assessment of proposed land zonings in order to achieve appropriate riparian setback distances that support the attainment of high ecological status for water bodies, the conservation of biodiversity and good ecosystem health, and buffer zones from flood plains.

Directors Response:

National level guidance is best placed to stipulate appropriate riparian setback distances. In this respect the expertise and guidance of the National Parks and Wildlife Service in terms of conservation of biodiversity and the guidance of the EPA in terms of ecological status of waterbodies is key. The Assembly is not best placed to develop this guidance, it is not appropriate to include an RPO that seeks to develop guidance for assessment of proposed land zonings in order to achieve appropriate riparian setback distances. There would be significant individual context matters to be considered on a site by site basis to identify the most appropriate setbacks. This would be challenging to deliver in a strategic document and is better placed to be a consideration at a site-specific level.

Directors Recommendation:

Reject Motion

A discussion took place with contributions from Cllr D Lacey, Cllr L McCarthy, Cllr P Kearns, Cllr P Vance, Cllr K Dennison, Cllr F Duffy and Cllr P McEvoy.

Motion was proposed by Cllr P McEvoy and seconded by Cllr L McCarthy.

The motion was **AGREED**.

Motion Number: 25

Submitted by Councillors: D. Healy, L. McCarthy and P. McEvoy

Chapter 7 Add an RPO:

That the RSES prepare policies/ objectives that anticipate the identification of “Projected Climate Impact Areas”

Directors Response:

The issue of local climate change action is dealt with in RPO 7.32 which refers to the supporting role that Climate Action Regional Offices play in terms of guidelines and support to local authorities in the development, adoption and implementation of local climate action strategies (both mitigation and adaptation).

Directors Recommendation:

Reject Motion

Motion was proposed by Cllr P McEvoy and seconded by Cllr L McCarthy.

The motion was **AGREED**.

Motion Number: 26

Submitted by Councillors: D. Healy, L. McCarthy and P. McEvoy

Chapter 8, Page 146

RPO 8.1: The integration of transport and land use planning in the Region shall be **consistent with** informed by the guiding principles expressed in the transport strategy of the draft RSES.

Directors Response:

No objection

Directors Recommendation:

Accept the motion

Motion was proposed by Cllr P McEvoy and seconded by Cllr D Healy.

The motion was **AGREED**.

Motion Number: 27

Submitted by Councillors: D. Healy, L. McCarthy and P. McEvoy

Chapter 8, Page 146

RPO 8.4: Land use plans within the GDA shall demonstrate a consistency with the NTA’s Transport Strategy for the Greater Dublin Area and plans **within or** outside of the GDA shall be **consistent with** informed by the guiding principles expressed in the draft RSES.

Directors Response:

No objection

Directors Recommendation:

Accept the motion

Motion was proposed by Cllr P McEvoy and seconded by Cllr D Healy.

The motion was **AGREED**.

Motion Number: 28

Submitted by Councillors: D. Healy, L. McCarthy and P. McEvoy

Chapter 9

That an RPO is developed to support the sensitive reuse of protected structures.

Directors Response:

There is significant national and international legislation that protects our built heritage. There is not a requirement for regional polices as this legislation is well embedded at a local level. RPO 9.26 of the draft RSES states “EMRA will support Local Authorities to work with local communities to promote historic towns in the Region in the practice of heritage led regeneration, to promote the sensitive and adaptive reuse of historic building stock and industrial structures where appropriate, and to strengthen their capability to draw down European and national funding.” It is considered that this sufficiently addresses the reuse of protected structures.

Directors Recommendation:

Reject Motion

Motion was proposed by Cllr P McEvoy and seconded by Cllr L McCarthy.

The motion was **AGREED**.

Motion Number: 29

Submitted by Councillor: T. Cullen

“That the N81 Tallaght to Hollywood Scheme including linkage roads from Baltinglass and Dunlavin to M9/N9 be reinstated into the Draft Regional Spatial and Economic Strategy 2019 – 2031“

The N81 is a vital piece of infrastructure for the region.

Directors Response:

The RSES should only list nationally significant road schemes that are strategic for the region. It is not intended to establish an exhaustive list of schemes for development over the period of the draft RSES especially with regard to maintenance and management of the Region’s roads network.

The Scheme 'N81 Tallaght to Hollywood scheme including linkage roads from Baltinglass and Dunlavin to the M9/N9' is not supported in national investment plans under the NDP or the NTA's Transport Strategy, nor is it a significant regional road scheme, and as such should not be in the Strategy.

Directors Recommendation:

Reject Motion

The motion was **AGREED**.

ITEM 4

Consideration of the Director's Report on Submissions

The assistant director Mr M Bradley put the Director's Report on the Submissions to the Draft RSES with the agreed amendments to the councillors.

This was proposed by Cllr D Lacey and seconded by Cllr P Bracken.

This was **AGREED**.

ITEM 5

Consideration of the Draft RSES

The Members considered the submissions to the public display of the draft RSES as required under Section 24 (8) of the Planning and Development Acts (as amended) and agreed to make the RSES subject to the proposed amendments. The Assistant Director Mr M Bradly recommended to the Assembly that the proposed amendments were material.

This was **AGREED**

The Assistant Director Mr M Bradley recommended to the Assembly that the proposed material amendments would require further environmental assessment.

This was **AGREED**

The Director informed the Assembly that the proposed material amendments including the motions would go on a 4-week public display period in two weeks.

This was **AGREED**

The Members were informed that only the proposed material amendments would be placed on public display, and to which submissions can relate.

ITEM 6

Correspondence

None

ITEM 7

Any other business

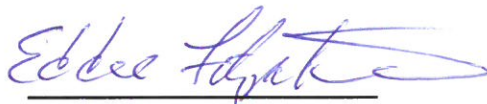
The Director Mr J Conway introduced a new member of staff Ms Nicci Nolan who has been appointed to the vacant post of senior executive planner.

ITEM 8

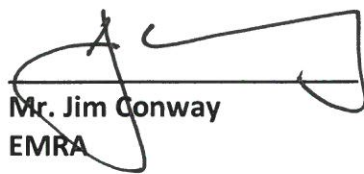
Date of next meeting

The next meeting of the Eastern & Midland Regional Assembly is to be held on, **Friday 12th April 2019** in Tullamore, at 10am.

Signed:



Cllr. Eddie Fitzpatrick
Cathaoirleach EMRA



Mr. Jim Conway
EMRA

Date: 12/04/2019