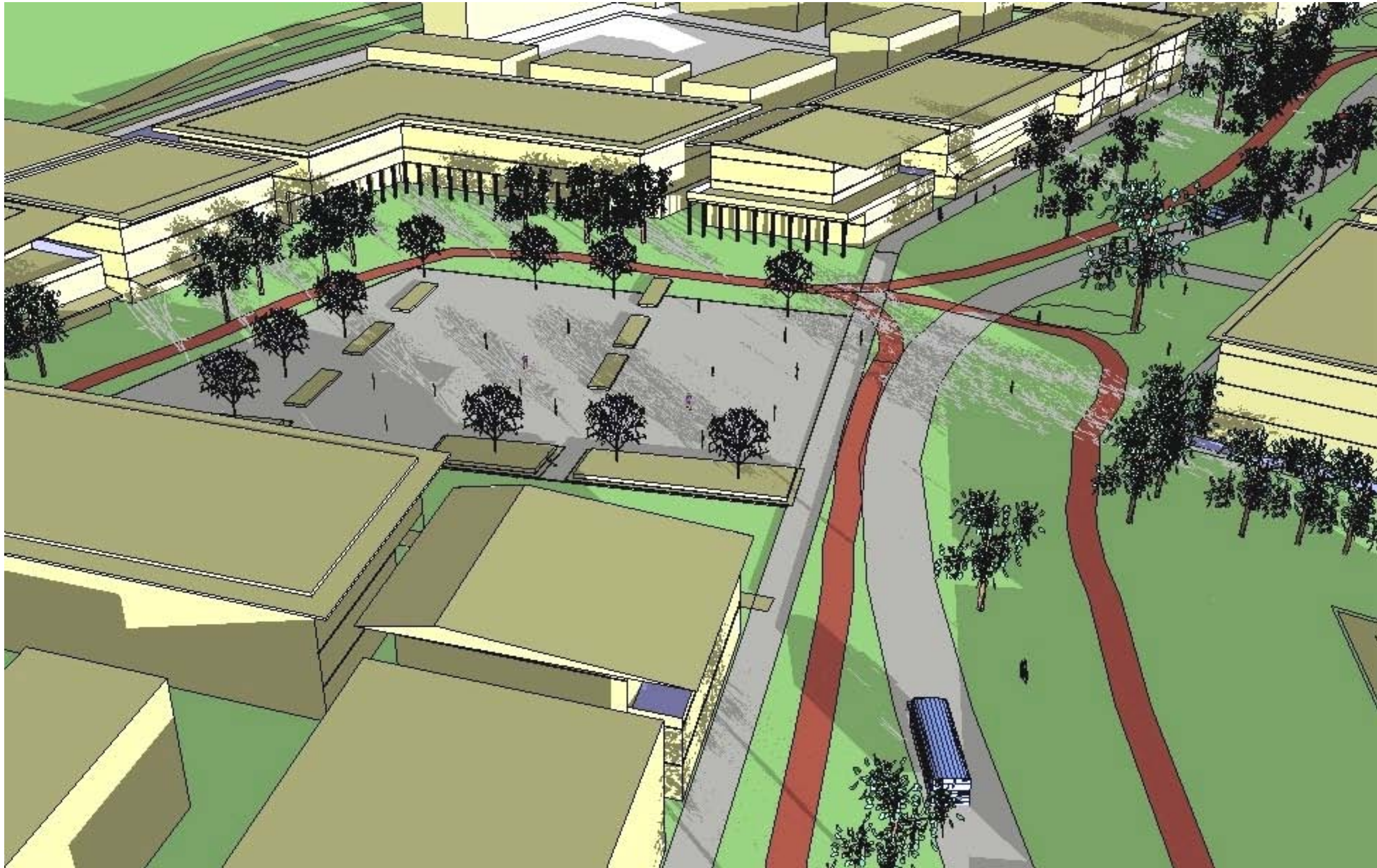
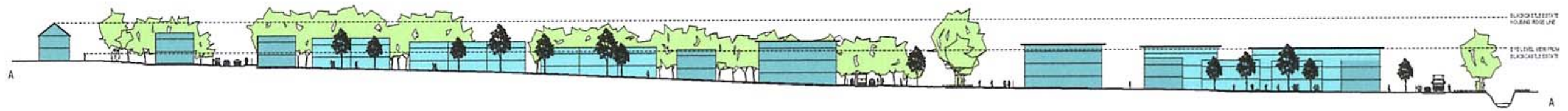


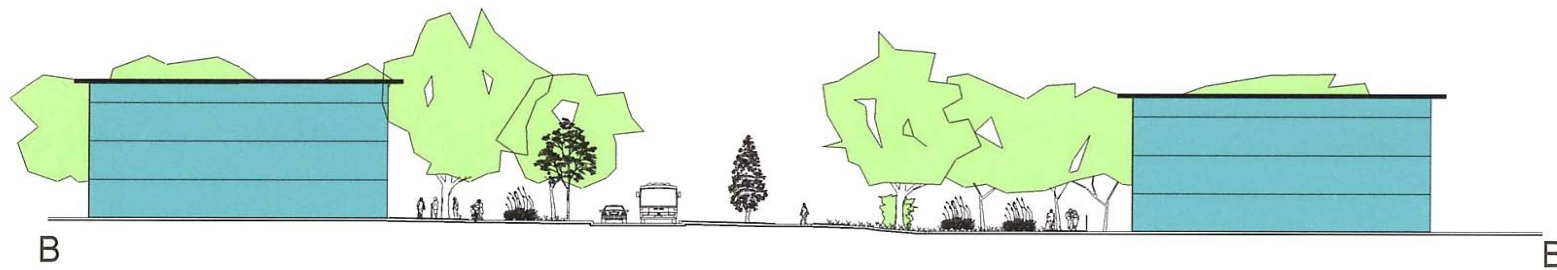
3D Diagrammatic Images and Diagrammatic Elevations of the Proposed Scheme



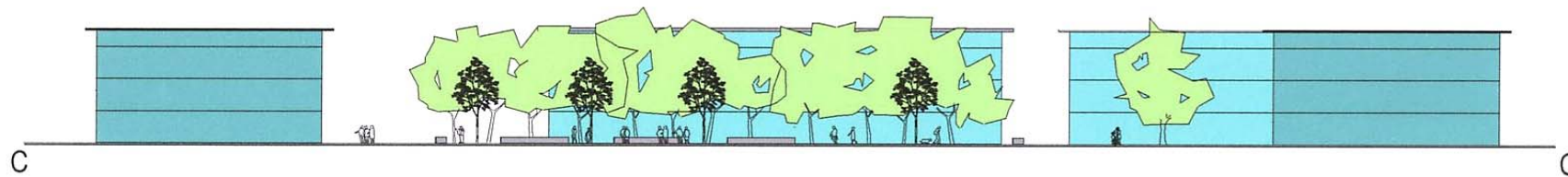
Internal Spine Route through Park Leading to Civic Plaza/Market Square (Looking East)



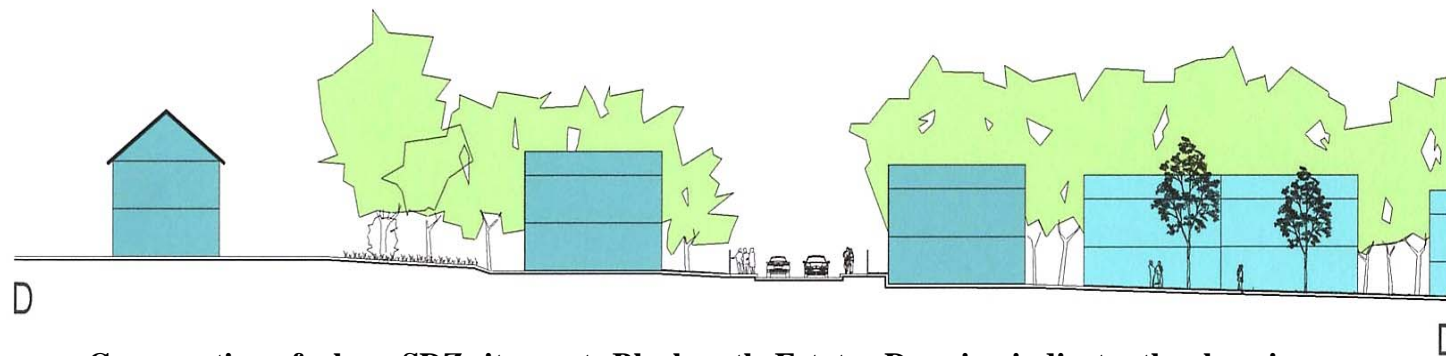
Cross section through site from Blackcastle (at very left) to north of site (at right) showing buildings relative to each other and slope of lands.



Cross section through Central Parkland indicating depth of open space with Spine Road/Bus Route and pedestrian walks.



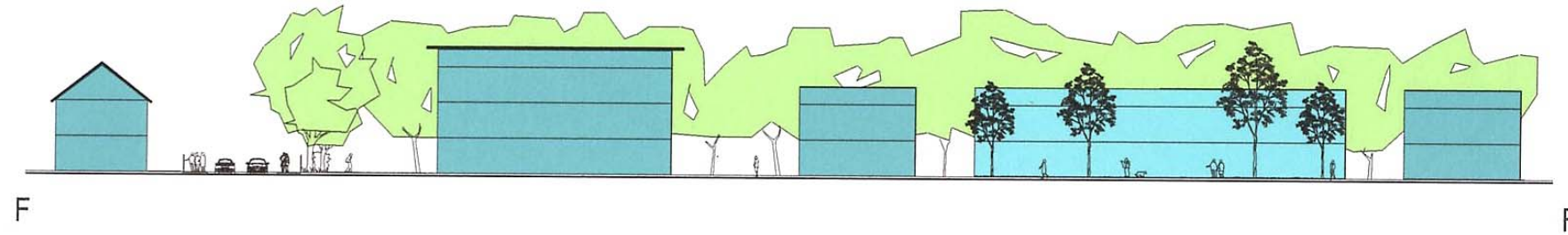
Cross section through Civic Plaza/Market Square.



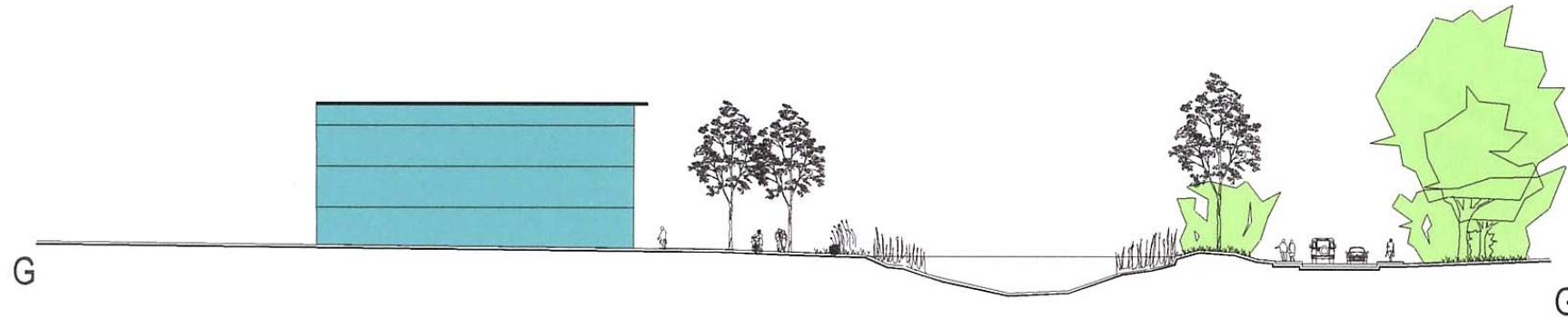
Cross section of where SDZ site meets Blackcastle Estate. Drawing indicates the slope in the levels of the lands and buildings in relation to each other.



Picture showing area around Central Park, with pedestrian routes and spine/bus route.



Cross section of wide setback and relationship of proposed buildings on Kingscourt Road.



Cross section of site boundary where developments meets Distributor Road.

9 OPEN SPACE AND LANDSCAPE NETWORK

9.1 The Open Space Network

9.1.1 Need for an Open Space Network

The open space network proposed for Clonmagadden provides room for human recreation and wildlife habitats. Too often these functions are treated as separate and residual aspects of urban planning, or sometimes ignored altogether. A sustainable approach to design changes that.

The open space network has been considered at the outset of the planning and development of Clonmagadden to allow its various functions to be fulfilled and integrated into the overall plan.

In particular the Clonmagadden SDZ plan provides for:

- Access to open space facilities.
- Provision of wildlife refuge and corridors.
- Retention as far as possible of significant trees and hedgerows and their incorporation into the overall plan layout.

9.2 Access to Open Space

Within the Clonmagadden SDZ people have a realistic opportunity to:

- Walk or cycle to a range of open spaces.
- Walk or cycle between spaces on the green network within

the sites.

- Cycle to major green spaces within the general area.

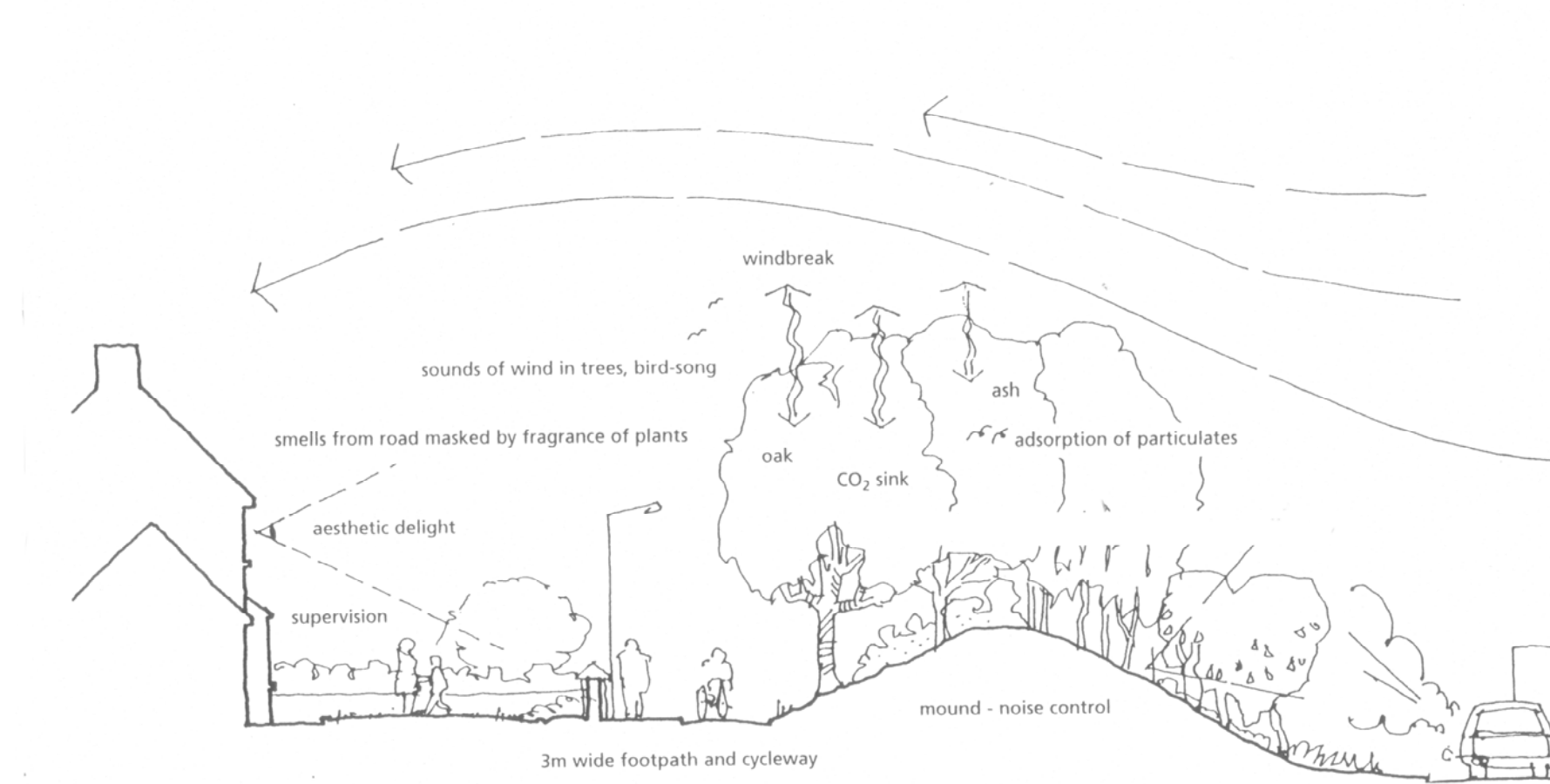
9.3 Provision of Recreational Facilities

In the case of Clonmagadden the level of access to recreational facilities is as follows:

Recreational Access

Facility	Provided Distance/Time	Location
Local green space	200m/2.5 minutes walk	Within Clonmagadden SDZ
Town Park or green area on the open space network	600m/7.5 minutes space network (2hectres +) walk	Within Clonmagadden SDZ
Playing fields	500m/6.25 minutes walk	At northeast corner of site and as part of Primary School Site
Major Sports Facilities	1500m/18.75 minute walk 6 minutes by bike	Simonstown Gaels Sports Facility
Natural green space	1250m/16.5 minutes walk, 5 minutes by bike	The Boyne Valley
Open Country or green lung (200h.min)	1000m/13 minutes walk 4 minutes bike ride	Open County north of Clonmagadden SDZ

Inter-Related Functions of Landscaping



9.4 Public Open Space

The Plan provides for a total of c.10 hectares (c.25 acres) of major public open space, including the green routes, the town park incorporating public plaza and children’s play area and the

playing field, including those which are part of the school site. These areas are indicated on the Clonmagadden Plan - Overall Scheme Map. It is a requirement that a development provides the open space as indicated on the Overall Scheme Map.

For individual residential developments, public open space shall generally be provided at a rate of 20% of each development site area.

Recreational facilities include open space and/or intensive and indoor facilities.

The size of the ‘playing pitch’, located in the south-east corner of the SDZ site as indicated on the Clonmagadden Plan - Overall Scheme Map shall be 1.62 hectares (4 acres), such that it can provide for GAA, football, rugby, hockey or other sports pitch. Furthermore, the lands shall be of sufficient size so as to comprise adequate changing facilities and car parking. The provision, management and use of these facilities shall be such that they serve all sectors of the sporting community within the Clonmagadden site, in addition to other sports clubs. The details of this shall be determined at application stage.

9.5 Semi-Private and Private Space

Each house should be designed to have a public and private side.

Certain factors have been isolated which can help to establish ‘defensible space’, in particular a hierarchy of stepping stone spaces spanning from the public realm to the private. These spaces act as filters progressively inducing a sense of intrusion for a person approaching a private space.

The hierarchy is composed of:

- Public space:- e.g. the street, the public realm.
- Semi-public space:- e.g. a courtyard or entrance lobby.

- Semi-private space:- e.g. a corridor or ‘front garden’.
- Private space:- e.g. front door and interior, and rear garden of house.

9.5.1 Semi-Private Space

This occurs for instance where a dwelling abuts a public area such as open space or a street. The essential function is to provide a transitional zone between public and private areas. Landscaping can be used in conjunction with external structures to create ‘defensible space’ for houses. The demands of privacy and perceived comfort must be weighed against the demands of security and the value of social contact, according to circumstances. Access to the house on foot and by those with impaired mobility must also be considered.

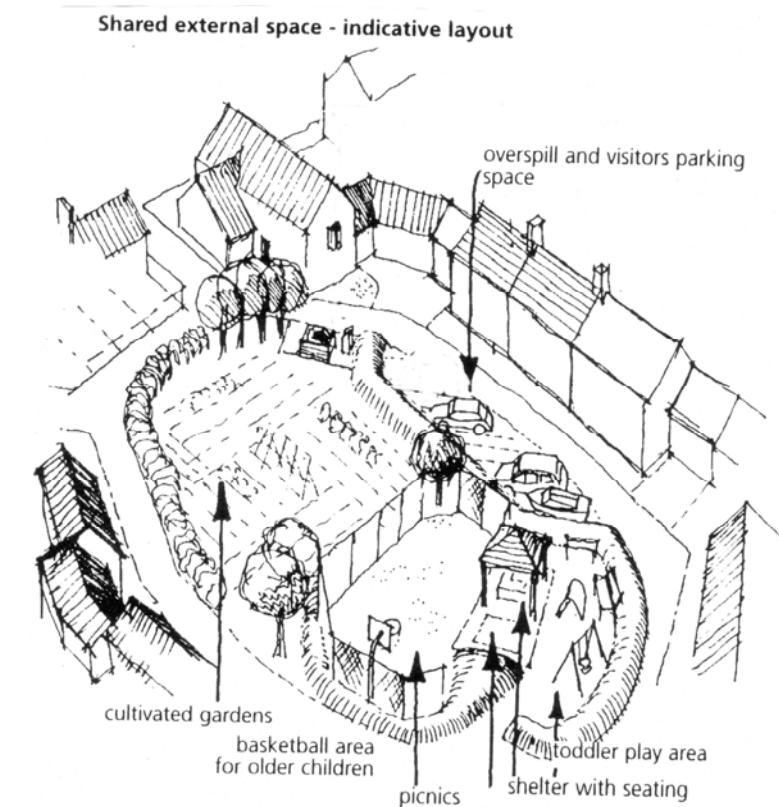
9.5.2 Private Open Space

Privacy is an essential part of the quality of a residential environment. The provision of an adequate sized external space, which is free from undue observation, is a fundamental tenet of residential amenity. Privacy can be achieved in a wide variety of ways through:

1. The relationship of residential buildings to each other, to open space (both public and private) and to the road system.
2. The location of fenestration such that overlooking of adjoining dwellings is minimised.
3. The use of adequate screening devices and landscaping elements.

All houses (terraced, semi-detached, detached) should have an area of private open space behind the building line. In general the requirement should be 60 – 70m² minimum for 3/4/5 bedroom houses in order to ensure that most household activities

are accommodated and that it is at the same time adequate to offer visual delight, receive some sunshine and encourage plant growth. A slightly reduced standard may be acceptable where 1 and 2 bedroom houses are proposed but in no instance should a figure of less than 48m² per dwelling be acceptable. A minimum standard of 22 metres between directly opposing first floor windows should normally be observed. This will normally result in a rear garden depth of 11 metres. However, where adequate levels of privacy are provided, this depth may be reduced provided that the minimum area outlined above is achieved. If considered appropriate, a condition might be attached to any grant of permission requiring that no additional development whatsoever take place within the curtilage of each house save with a prior grant of permission, notwithstanding the exempted development provisions of the Planning and Development Regulations 2001 (or any amendment or replacement of said Regulations).



In certain innovative housing layouts, the developer may choose to provide a combination of private and semi-private spaces such as in courtyard layouts, etc. This could be in the form of small private terraces for each dwelling opening directly onto a semi-private enclosed landscaped space solely for the use of the residences, which directly adjoin this space. In such cases, it may be considered appropriate to accept a sum of the area of both spaces as satisfying the private open space requirement for these dwellings.

It is required that, in the case of apartment and duplex style schemes, private open space will be provided in the form of landscaped areas, courtyards, terraces/patios and balconies. Roof gardens should also be considered, provided that they are easily accessible, secure and attractively landscaped. Recommended minimum standards for private open space are as follows:

1. 10m² per one bedroom apartment
2. 15-20m² per two or three bedroom apartment

close to town centres to:

3. 20m² per 1 bedroom apartment
4. 30 – 40m² per 2 or 3 bedroom apartment

in the outer suburban areas.

9.6 Landscaping of Roads

On Trunk Roads: A bank of dense planting may protect houses against noise, dust etc. Linear continuous buildings alongside the road prevent excessive noise penetration into private spaces beyond. Soft landscaping will generally absorb higher frequency sound and the internal planning of houses should

provide a buffer zone of utility rooms and stairs with small double glazed windows.

On Major Roads: Depending on the orientation and access allowing habitable space to be on the quiet side of the houses, either use built form (rather than planting) which will facilitate pedestrian safety and urban identity, or use a narrow band of planting with an earth bank, which uses the minimum of land, and may still facilitate surveillance from upper rooms.

Minor Roads: Surveillance by all householders of the semi private and semi public realm for which they feel a sense of responsibility (territoriality) act as a self-policing mechanism for an area. Crime cannot be ‘designed-out’ in a direct deterministic sense; however opportunities for criminal activity can be minimised through the adoption of certain well-established methods. This can be achieved through the layout of buildings and the careful consideration of the design of windows and their location. In these ways the chances of being observed from a large number of vantage points is high yet without investing in the technology and overbearing service of anonymous surveillance offered by CCTV.

Obviously surveillance is aided by unobstructed views and good street lighting, but this should not lead to simplistic ‘control’ layouts devoid of planting or without changes of direction. Rather it should influence the design of spaces, layout of buildings, location of windows and doors, walls and planting.

An effective screen:

- Conceals views into habitable rooms from the street.
- And permits views from the habitable rooms into the street.
- Deters intruders from entering the curtilage.

- Permits surveillance from neighbours of the house itself.
- Conceals noise sources (actual noise reduction is minimal).
- And reduces external sound reverberation.
- Reduces glare from streetlights and headlights (important near major roads), also sunlight and permits a view of the façade (the public face of the building).

Communal Territory (between road and dwelling): Semi-public and semi-private spaces should be considered in relation to their ownership of stewardship. They are vital stages in the hierarchy from public to private space but must be located adjacent to the housing to which they relate.

Basically all external space should be designed to fall into one of the four categories set out at the beginning of the section and not remain as ‘SLOAP’ (Space Left Over After Planning) - ill defined, poorly maintained and not useful for any particular purpose. Open plan gardens are likely to function most effectively. Spaces that are intended for use by a particular house group should not be disconnected from it by distance (e.g. garage or drying area court) or level (e.g. decks over garages) because they are less likely to be perceived to be under the direct control of householders. Territoriality can be fostered through the demarcation of the space by symbolic barriers, fences, changes of level, spaces set back from the public realm. Higher densities and mixed uses are likely to contribute to higher levels of usage of the public realm - which should aid the policing and surveillance of an area.

The arrangement of houses around a shared surface road or a courtyard can in theory facilitate a sense of territoriality and surveillance, but in reality the area may be virtually deserted for predictable times of the day, if all households have similar

lifestyles. Either it is preferable to use a layout with a relatively narrow street of households closely related to the back edge of the footpath, or a concerted effort should be made to achieve a rich, high density, mix of households so that courtyards spaces are protected during the daytime and in holiday periods.

9.6.1 Rear Garden Privacy

The private side of the dwelling should accommodate the main windows of those spaces, which require greatest privacy, usually the living room and at least one bedroom, and should have an adjacent outside sitting area, (preferably with an aspect which catches afternoon sun) of approximately 9m². This area should be free from direct overlooking from the side or from the end of the plot.

Especially in passive solar housing, the designing of the external sitting area should balance the need to achieve privacy from overlooking by neighbours, against the need to avoid overshadowing of the south elevation of the building. Thus solid garden boundary walls and fences between 1.5 - 1.8 metres high are a preferable solution than substantial building projections of even one storey height. Note that a passive solar layout using essentially 'single aspect' dwellings have the benefit of the south elevation facing relatively blank north elevation of the parallel terrace.

Consideration should also be given to trellises or open fencing which can be used in conjunction with climbing plants to achieve privacy when most needed in the summer, and light penetration in the winter. Fencing or glazing bars painted white tend to direct the eye from what is behind them and therefore enhance privacy. The location of garages, porches and projections on the ground floor can aid privacy, unless the effect of overshadowing precludes this.

Traditional forms of enclosure, possibly incorporated within the vernacular architecture of the locality, may suggest practical methods of establishing plants from an early stage. The supporting structure decays over time and becomes secondary to the planting.

9.6.2 Shared External Spaces

A small area of external space can be directly related to each housing group, dedicated to shared activities and uses. The range and nature of activities and uses can be determined and managed by the residents of each housing group, in the same way that flat lease-holders have a joint management company to manage communal structures and spaces.

The distribution of open spaces relating directly to small housing groups may result in a more economical use of space, of higher quality, with better maintenance, than the specification of a single large area of 'public open space'. There is a range of activities and uses which require accommodation, not often recognised in the planning of conventional housing schemes: allotments, play areas, areas for communal events and celebrations, overspill parking (caravans, visitors, boats, etc) nature conservation areas etc.

These activities change over time, as do residents' lifestyles and age ranges'.

In summary, this use of external space is intended to be:

- More economical in the amount of land required.
- More likely to be effectively managed and maintained, increased territoriality across semi-private space.
- More adaptable to changing lifestyle and age ranges.
- An amenity, close to home, thereby reducing vehicular trips.

9.6.3 Detailed Design

Making the detailed design, layout and specification appropriate to the location is likely to be more important than the achievement of a specific space standard. However, the need to provide play space near the home has often been disregarded in modern estates, possibly because there is a tendency to fit them into the space left over after planning. That said, the relationship between the area being in the visual control of the housing to which it relates, and ensuring that excessive noise and visual intrusion does not disturb the nearest residents. It is recommended that seats and associated gathering places (for both parents and young people) are positioned accordingly.

9.6.4 Access to Open Space

The value of open space as an urban amenity is largely determined by its accessibility, though its innate quality and variety, current and past uses, must be considered.

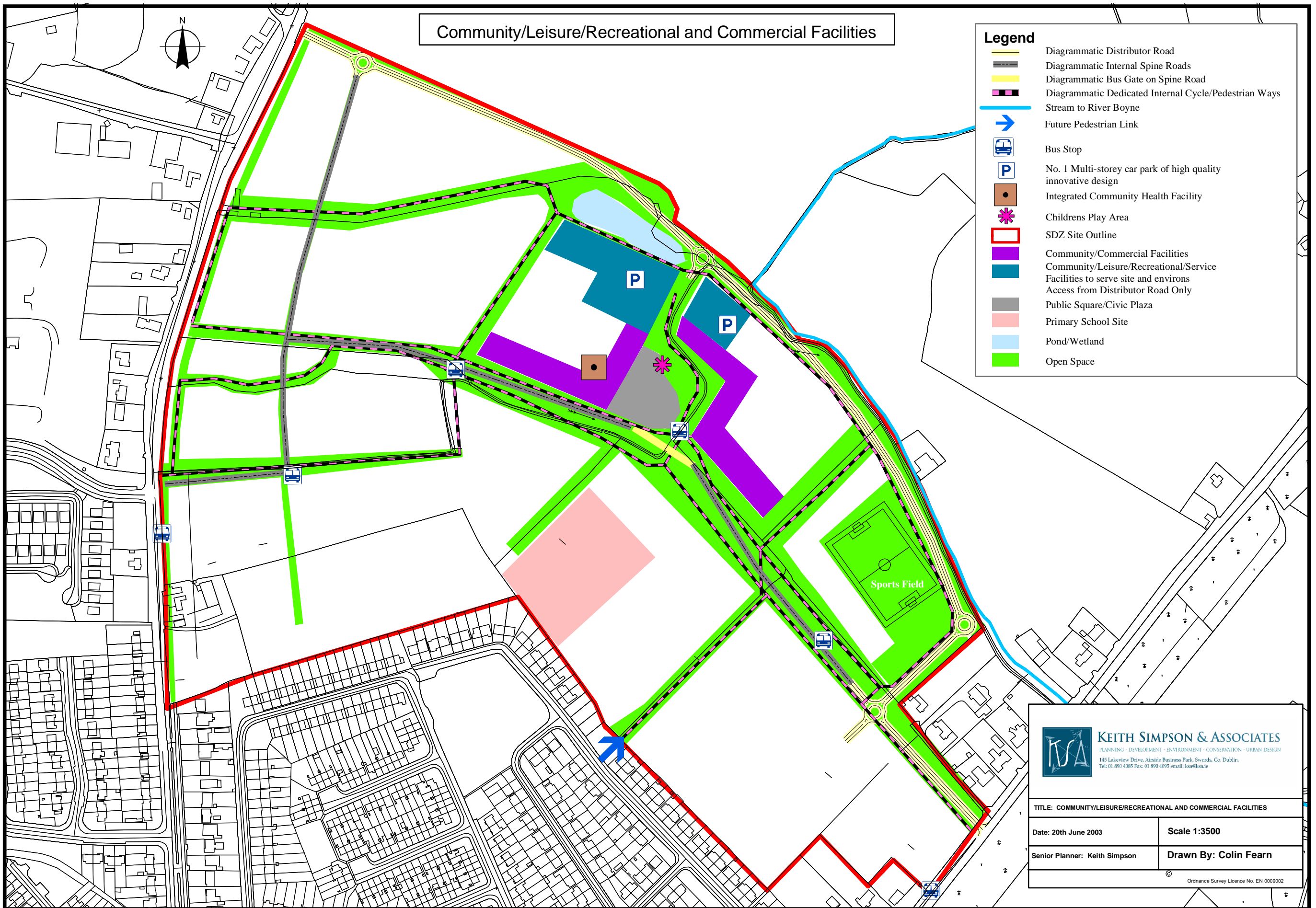
Play areas for young children should be very close to home, informally supervised from nearby buildings, and reached without having to cross dangerous roads.

Open space should be planned as a hierarchy which allows convenient access from all homes, via safe and pleasant paths or green corridors.

It should be possible to walk or cycle from the home, to the countryside outside a town, using a network of green spaces, without significant interruption by hazards or pollution.

Open space standards should be applied to safeguard against 'town cramming'.

The microclimate of external spaces affects their use for walking and cycling.



10 IMPLEMENTATION

10.1 Financial Contributions

Contributions payable in respect of developments within the Strategic Development Zone lands shall be in accordance with the provisions of Section 48 and 49 of the Planning and Development Act, 2000.

Contributions payable in respect of developments within the SDZ lands shall include both Meath County Council’s standard contributions as set out in the County Meath Development Contribution Scheme prepared under the provisions of Section 48 of the Planning & Development Act, 2000 and adopted on 1 March 2004 and Special Development Contributions, attached as conditions to planning permissions within the SDZ site pursuant to Section 34 of the Planning and Development Act, 2000.

Special Development Contributions will be required for the upgrading and provision of certain elements of the road infrastructure within and adjoining the SDZ lands and for deficiencies in on site provision of open space and of intensive recreational facilities, i.e. playground and playing pitches. Special Development Contributions are required in respect of specific exceptional costs incurred by Meath County Council in respect of public infrastructure and facilities which benefit the proposed development and are not covered by a General Development Contributions Scheme.

The provision of the section of Local Distributor Road within the SDZ site itself, linking the Slane Road to the Kingscourt Road, may require the preparation and adoption of a Supplementary Development Contribution Scheme in accordance with the

provisions of Section 49 of the Planning & Development Act, 2000.

Cash Security

In addition to the above a cash security is required as follows:

Houses 1 – 10	€6,350 per dwelling
Houses 11 – 20	€3,800 per dwelling
Houses in excess of 21	€1,900 per dwelling

10.2 Development and Phasing

Based on a minimum build rate of 140 dwellings per annum and a maximum build rate of 280 dwellings per annum, it is expected that the development of Clonmagadden will take between 5 and 10 years.

Table of Phasing of Development					
Phase	No of Houses	Internal Works	Internal Facilities	External Works	Estimated Time
1	500	<ul style="list-style-type: none"> Entire Distributor Road within the SDZ to be built* Entire Spine Road / bus route within the SDZ are to be built* Development of major public open space ** Upgrade of Kingscourt Road, such works should include public lighting and landscaping / amelioration measures along this route to ensure residential and visual amenity of the area is protected. 	<ul style="list-style-type: none"> Primary school site to be reserved Health centre to be built and made available Playing pitch and ancillary services to be built and made available for use Building of the hotel and leisure facilities and 50% of the commercial and community facilities may be permitted as part of Phase 1 	<ul style="list-style-type: none"> Design of Distributor Road from Ratholdren Road to N3 to be completed CPOs to be completed and land acquired for construction of Distributor Road from Ratholdren Road to N3 Construction of Blackwater Bridge to be commenced 	18 months – 3 years and 4 months
2	500	<ul style="list-style-type: none"> Completion of major public open space** 	<ul style="list-style-type: none"> Primary school to be built and operational prior to occupation of any houses in the second phase. Construction of the remaining commercial and community facilities permitted as part of Phase 2. 	<ul style="list-style-type: none"> Complete construction of Blackwater Bridge*** Distributor Road from Ratholdren Road to N3 to be completed*** 	3 years – 7 years
3	400	<ul style="list-style-type: none"> Upgrade of Slane Road 			5 years – 10 years

* These works in Phase 1 must be in place prior to occupation of any of the first 500 houses.
 ** Development of major public open space is to be in phase with the development of the planning scheme.
 *** These works in Phase 2 would be required to be completed prior to occupation of any houses in Phase 2.

In regard to phasing of development, it is considered that this should provide for:

- The overall orderly development of the lands.
- The provision of facilities and infrastructure within the lands.
- The provision of infrastructure outside the lands, which is necessary to facilitate the development of the lands.

On this basis, the phasing of development will be as follows.

Overall, the development will commence from the Kingscourt Road and move in an easterly direction towards the Slane Road.

The phasing of development will be as indicated on the table above. The development of the lands in accordance with the planning scheme will be subject to the necessary infrastructure being put in place.

A 'roll-over' mechanism may operate between any two phases. In the event of the maximum permissible number of units being completed in advance of the required facilities and infrastructure of that phase, a roll-over of up to 100 dwelling units in the following phase may be constructed, subject to planning permission. Those dwelling units shall not be occupied until the required facilities and infrastructure scheduled for that phase have been completed.

10.3 Treatment of Planning Applications

Each planning application for development on the subject lands shall include the following:

(In addition to any requirements arising out of the planning and development regulations, together with any additional material required by the Council.)

1. Copy of the overall comprehensive plans for sewerage infrastructure, water infrastructure, roads infrastructure and landscaping scheme.
2. Copy of an overall site plan for the subject lands indicating how individual site proposals fit into the overall sewerage infrastructure, water infrastructure, roads infrastructure and landscaping scheme.
3. All planning applications for substantive works shall be accompanied by construction traffic management plans.
4. A submission indicating how the proposed development complies with all the provisions of the SDZ plan.
5. A comprehensive overall design brief for the lands.
6. As part of a planning application under this scheme, a full archaeological assessment, which shall include text excavations, shall be submitted to the planning authority.

10.4 Agreement Between Landowners and Meath County Council

An agreement was signed on 26 February 2002 between Vitgeson Ltd (c.60 acres), Patrick Lynch (c.17 acres), Trudo Construction Ltd. (c.7 acres), and Martin Lynch (c.10 acres). In short, the agreement included the following:

- That the parties agree to pay to Meath County Council a sum equivalent to the consultants' fees to prepare the SDZ scheme on a pro-rata per acre basis.
- Each party shall have the right to require any of the other parties to provide a right of way and way-leave for all services (including a right to connect to any then existing services) for the purpose of the development of such party's lands and to construct such roads and services on the others

land to implement and comply with the planning scheme. The compensation if any to be paid by any party to another shall be determined in default of agreement thereon within two months from the date on which the right has been required, by an arbitrator to be appointed in default of agreement by the president for the time being of the Institute of Engineers in Ireland. The decision of such arbitrator shall be binding on the parties to the arbitration. The arbitrator shall determine the compensation if any payable hereunder within two calendar months of his appointment. The compensation (if any) awarded by the arbitrator shall not contain any element of premium profit or licence fee to the owner over whose lands the rights are being exercised but shall be calculated on the basis of compensations such owner for any lost, cost or expenditure incurred by such owner attributable to the grant of such right of way or way-leave and which would not otherwise have been sustained or incurred by him. If the award made by the arbitrator has not been paid within seven days of its being made interest shall be payable thereon at the rate of 12% per annum until discharged in full.

- Any party availing of any services provided by another party shall contribute to the provision of such services in an amount as shall be reasonable in all the circumstances taking all relevant factors into consideration and to be agreed within two months of the date on which those services were first called upon or failing such agreement in an amount to be determined by an arbitrator.
- Vitgeson Limited, however, shall not be liable to compensate any other party hereto for the right to connect to any foul sewers on or under its own lands in consideration of its assuming sole responsibility for the care and maintenance of

any foul sewers on or under its said land and Vitgeson Ltd hereby indemnifies the other parties hereto in respect of any such repairs and maintenance.

This agreement was entered into for the purpose of facilitating the preparation of the planning scheme and the subsequent development by each landowner of his or its land.

N.B. For the purposes of the legal agreement referred to above, it is understood that Vitgeson Ltd relates to Billy Farrelly's land holdings as indicated on the land ownership map in Para. 3.2.

11 STAKEHOLDERS' INTERESTS

Stakeholders include the following:

- Meath County Council.
- Landowners and their representatives.
- The local community and community and sporting organisations.
- Prescribed bodies.
- Other.

Stakeholders were consulted in a number of ways as follows:

- By newspaper advert inviting written submissions.
- By direct letter inviting written submission or offering.
- By direct meeting.

11.1 The local community and community and sporting organisations

A public meeting was held in Simonstown Gaels on 10 December 2002. The issues were as follows:

- What type of roads would be built within the development?
- Who would buy the houses? Concerns about speculation.
- Inexistence of cycle facilities in Blackcastle is obstacle to opening of route to Clonmagadden.
- Will the school really be built?
- High-rise (density?) very near the cottages on Slane Road.
- What is the process from here? Will Meath County Council have the last word?
- Will the connection with Blackcastle accommodate a road?
- Is the Distributor Road necessary for the development?
- House vs. Apartments – How many of each?
- What will be the type of houses in the strip of land nearer to Blackcastle?

- What does 2-storey and 3-storey buildings exactly mean?
- Clonmagadden will be a commuting neighbourhood. How can the Dublin commuting be tackled?
- Concerns about transient population.
- Development is in the wrong part of town.
- Inappropriate location and scale.
- Lack of sport/leisure facilities. Simonstown cannot take all the responsibility of providing these.
- Concerns about height blocking views from Blackcastle.
- Densities are too high.

Submission on behalf of Simonstown Gaels GFC (Cooney Architects)

The submission on behalf of the Simonstown GFC outlines existing and proposed facilities. The club currently caters for thirty-eight teams, male and female. Facilities include 2 no. GAA pitches, a training pitch, all weather pitch, basketball court, tennis court and car parking. Internal facilities include existing hall, minor hall/function room, club rooms, meeting rooms, wet and dry changing rooms, bar and reception/office area.

Future proposed facilities include a covered stand and health suite.

Given their close proximity to the SDZ, there will be many repercussions for the club. As such they make the submissions as follows:

- Provision of adequate pedestrian and cycle linkages required to and from SDZ to Simonstown.
- Public lighting along linkages.
- Need adequate road infrastructure out onto the Kingscourt Road and to Simonstown.
- Have regard to Simonstown facilities, which will cater for the projected additional population.

- Integrate Simonstown into overall scheme as a key player in sporting facilities.
- Require provision of additional facilities within SDZ site to comprise part of Simonstown overall facilities. Urgently require at least one more football pitch (min. 160yds x 95yds with run off of 4 yards all around & dressing rooms.)

11.2 Prescribed Bodies

Submissions were invited from the prescribed bodies as follows:

The Minister for the Environment, An Bord Pleanála, The Regional Authority, Forfas, Minister for Education and Science, The appropriate health board, The Minister for Public Enterprise, The National Roads Authority, The Minister for Arts Heritage, Gaeltacht and the Islands, The Heritage Council, An Taisce - The National Trust for Ireland, An Chomhairle Ealaíon, Bord Fáilte Éireann, Regional Fisheries Board, Waterways Ireland, The Minister for the Marine and Natural Resources,

Responses were received from the prescribed bodies as follows:

Submission from North Eastern Health Board

Given the scale of the proposed development, the North Eastern Health Board submit that an integrated community health facility be provided as part of the development. This should include the provision of G.P. practice centre; health centre base for public health nurses, social workers and community welfare officers; clinic room for visiting clinicians such as speech & language therapist, occupational therapist, physiotherapist and psychiatry; disability resource centre; day centre for older people.

The recommended size of building required for a community health centre is 1500 sq.m. approx. Depending on car parking requirements, the site area could extend to 0.75 ha.

As part of the social housing to be provided, part of the development should be reserved for housing for people with

special needs, i.e. physical and sensory disability, learning disability, mental disability and older people.

Providing these requirements will allow the North Eastern Health Board to provide a comprehensive community health service.

Submission from the Department of Arts, Heritage, Gaeltacht and the Islands

A submission from Duchas, The Heritage Service outlines their archaeological recommendations. The SDZ is situated in an archaeologically rich area. Several archaeological monuments are recorded for the area and further previously unidentified archaeological features/material may exist. An archaeological assessment should be carried out which should address a detailed account of the historical and archaeological background of the proposed SDZ, the nature, extent and locations of any archaeological monuments, structures or features within or close to the zone, photographs of the area, the impact of any proposed development on the archaeological monuments or features and suggested mitigation measures.

Submission from Minister for the Environment and Local Government

A submission from Mr. Martin Cullen, TD, Minister for the Environment and Local Government in relation to architectural heritage refers to two farmyard complexes within the SDZ lands. These consist of:

1. A four-bay two storey farmhouse and outbuildings, probably of the early 20th century. The farmhouse is still a viable residence and should be retained for that purpose.
2. A single storey former cottage/farmhouse set back from and facing the road and outbuildings. The structure is in a poor state of repair. Unless considerable measures are taken the structure has no viable future. Retention would probably

require its entire removal and reconstruction. This would be a questionable process. As possibly the last mudwalled structure in the vicinity of Navan town, it is considered that the cottage and farm complex should be documented by means of a measured survey together with a detailed historic and scientific survey.

11.3 Meath County Council

Direct meetings were held on an ongoing basis with the officials of Meath County Council.

A presentation was made to the Meath County Council members and officials on 21 November 2002.

There were a number of issues raised by the members in relation to the draft plan. Comments included:

- Plan moving in the right direction.
- Concerns about traffic and worried about extra 600 cars from development.
- Density and movement based on bus stops - In Navan bus is based on where you stick your hand out and not on bus stops. Are we planning bus stops?
- How do you stop cars going through the bus only link road?
- Narrow roads internally could be a problem with large trucks parking on the roads.
- Would consider the plan if traffic from this area to town/new motorway if infrastructure was available?
- When will the school and the distributor road come?
- Need to put forward how the pedestrian route to Blackcastle Estate will be dealt with.

- Overall scheme is fine as long as infrastructure goes in.
- How will everything be paid for?
- Who lives in these houses - 20% social/ affordable, housing mix, locals and local need, overflow from Dublin.
- Houses should have own parking in houses.
- Nursing home near centre to include all age groups.
- Speed restrictions - bollards, not necessarily ramps.
- No pedestrian route through Blackcastle.
- Pond is nice - maybe should be a little bigger.
- Primary school - what about a secondary school?
- Where is it proposed to build a primary school? What size is it?
- Do we have to depend on Simonstown for football pitches?- Need pitches.
- Need services - good that a health centre is proposed for this site.
- Concerned about access and roads - need infrastructure in before people live on the site.
- Strengthening of bus service - like Dublin Bus.
- If infrastructure is the only reason to stop this plan - may as well stop planning Navan - need to take an overall view.
- Strengthen the commercial centre.
- Good plan, self contained.

- Density - other development with 25 to the hectare.
- What mix of housing will it be?
- Will there be apartments over the shops in the commercial centre?
- Need to get infrastructure in first.
- Very comprehensive plan.
- Why does Johnstown have these problems - because there was no overall plan and there was a massive road through Johnstown.
- SDZ enables financial contributions.
- Wants to avoid extra traffic.
- Wants to know infrastructure will be there.
- SDZ is exceptionally good and cannot be faulted - but in the bigger picture it could lead to major traffic problems.
- If going to argue for extra infrastructure - need to prove that Navan needs it.
- Thinks that instead of it just being zoned residential in next development plan - should go for SDZ and take control
- Look at positioning of distributor Road.

A further presentation was made to the Navan Area Councillors and Navan Town Council on 13 June 2003. Issues raised related to:

- Open space.
- Community facilities.

- Playing pitches.
- Density and height.

These issues have been considered and addressed in the final draft scheme.

11.4 Landowners and their representatives

Direct meetings were held with all landowners and their representatives. Landowners include the following:

- Martin Lynch
- TRUDO Construction Ltd.
- Pat Lynch
- Billy Farrelly
- Cortip Developments Ltd.

The main issues concerning the landowners included the following:

- Financial contributions and phasing.
- Densities on the site.
- The alignment of the Distributor Road.
- The provision of open space for the site.

11.5 Other Submissions/Comments

Letters were also sent to the following informing them of the production of an SDZ plan:

Planning Transmission, ESB Northern Region, National Roads, Iarnrod Eireann, Bus Eireann, County Meath Vocational Education Committee, Department of Education, Planning &

Building Unit, Educate Together, O2 Ireland, Meteor Mobile Communications, Vodafone Ireland Ltd., Eircom Headquarters, Chorus Communications Ltd., Bluecom, Esat B.T., NTL Communications (Ire) Ltd., Pre School Inspector Family Resource Centre NEHB, County Clinic Our Ladys Hospital, North Eastern Health Bord, Chief Ambulance Officer – NEHB, Superintendent - Navan Garda Station, Post Master – An Post, An Taisce

The following submissions were received:

Submission from Meteor Mobile Communications Ltd.

The submission is based on a site, which Meteor intend to apply for planning permission in the near future. The site will be located in an ESB substation close to Batterstown. Its purpose is to provide indoor coverage in Batterstown and surrounding townlands and in car coverage along the main Trim/Dublin road.

Submission from An Bord Gais

A submission from An Bord Gais expressed their support for the proposed development and they would be happy to discuss with developers of the site the possibility of servicing the SDZ with a gas infrastructure to cater for its future energy requirements.

12 SIGNIFICANT ENVIRONMENTAL IMPACTS OF THE PLAN

12.1 Description of the Development

The planning scheme covers approximately 38 hectares (94 acres) of lands zoned for a residential Strategic Development Zone (SDZ) located to the north of Navan between the Kingscourt Road and the Slane Road. The lands lie directly to the north of the existing Blackcastle housing estate.

The northeastern boundary of the lands is delineated by a hedgerow and stream, which runs to the River Boyne. The northern boundary to the west cuts through an existing field. The southern boundary of the site comprises back gardens of an existing and well established housing estate named Blackcastle. The western boundary which runs along the Kingscourt Road comprises of one existing 20th century farmhouse. On the opposite side of the Kingscourt Road, there are a number of detached dwellings and some existing business. The eastern site boundary has a road frontage onto the Slane Road of 100 metres. This portion of the site is surrounded on both sides by detached dwellings. Currently, the lands within the SDZ are predominately under agriculture use.

This proposed SDZ scheme consists of a residential development plan of c.1400 dwellings and associated facilities. These include provision of transport infrastructure as part of the overall development incorporating a distributor road and spine road with bus route and commercial and community facilities. The proposal envisages a sustainable settlement incorporating a planned development with a high quality landmark entrance that can act as a model to all future residential development within the town. The planned nature of the development will allow for provision of facilities resulting in a development ensuring quality of life for inhabitants of the area.

12.2 Planning and Development

The SDZ planning scheme shall consist of a written statement and a plan which shall indicate how the site is to be developed. The scheme should also state the types of development to be permitted on the site and their extent and give proposals in relation to design, minimisation of adverse effects on the environment and ancillary infrastructural, community and other developments. The scheme must include an EIS insofar as that is relevant to the detail of the scheme. The scheme must be consistent with the housing strategy prepared by the planning authority.

12.3 Human Beings

The overall plan for the development of lands within Clonmagadden SDZ has been developed with an emphasis on protecting and enhancing existing residential amenity.

The impact on dwellings along the Slane Road will be reduced by relocating the initial proposal for a gateway building at the Slane Road entrance to the site to a more suitable location. In addition to the general open space buffer that is being provided adjacent to the Slane Road houses, proposed residential has been omitted at this location and a football pitch will be provided in lieu.

Where the development borders the Blackcastle residential area, the boundary will comprise of an open space network with pedestrian links to facilitate existing residents access to and use of the proposed facilities – including school, shops and open space.

Where development of residential units will occur along this boundary, these buildings will be developed to respect the existing residential amenity. For this purpose, buildings will be medium density at of no more than 2 storeys in height.

The residential development will be accompanied by adequate provision of community facilities and services to support the resulting increase in population in the area. These will include

recreation, education and retail facilities and public transport provision.

A green corridor will act as a buffer zone to protect existing amenity on lands abutting the site.

12.4 Cultural Heritage

The proposed development is located in the valley of the Boyne, 6 miles west of the Boyne Valley World Heritage Site, and 6 miles north of Tara. It is therefore situated in a region of the utmost archaeological significance. The site contains the remains of a circular cropmark, and recent excavations of a portion of the lands suggest that the area was the location for human activity since the Neolithic era.

The site adjoins the townland of Donaghmore, named after a church reputed to have been founded by St Patrick in the 5th century. The proposed link road which has formed part of this study is routed along the boundary of the enclosure of the church, the outline of which is clearly discernible in aerial photographs. Other possible remnants of the era may be associated with the various townland boundaries, hedgerows, and streams currently on the site. The lands will therefore require archaeological assessment prior to development, to facilitate the full recovery of archaeological remains.

As part of a planning application under this scheme, a full archaeological assessment, which shall include text excavations, shall be submitted to the planning authority.

With the exception of a derelict thatched cottage in poor repair, and a relatively modern farmhouse, there are no upstanding buildings on the site, which comprises both pasture and arable lands.

The area studied comprises improved farmland in the townlands of Batterstown and Blackcastle near Navan, Co Meath. The site is laid out in large fields, bounded by mature hedgerows and has

been used principally for tillage farming. Some pasture land and derelict buildings occur on site. A stream is associated with the eastern margin. This discharges into the Boyne.

A review of historical sources of information showed that no woodland was found on the site in the 19th century. Areas of conservation interest present on site then were a stream, a small wetland and hedgerows.

12.5 Ecology

Fieldwork revealed that the present habitats on site (as categorised by Fossitt, 2000) are improved grassland, tillage fields, a watercourse, hedgerows and artificial surfaces. Areas of principal conservation interest are the wetland, stream and certain well structured and species rich hedgerows.

Wetlands have suffered from local lowering of the water table and run off from heavily fertilised land. They are still of significant ecological value and have potential for improvement. The hedgerows are good examples of this type of habitat. While none of the important habitats are features of sufficient quality to be designated by international or national legislation they are important regionally. They are linking features within the site and between the site and adjacent habitats, particularly the Boyne, which receives drainage from the stream.

The study concludes biodiversity values at this site will be improved if the development incorporates the following features:

1. Green space or buffer between residential land and adjacent farmland or green land.
2. Best quality hedgerows and 50% of medium quality hedgerows are retained and incorporated into amenity areas or transport networks.

3. The pond and stream are incorporated into amenity scheme or water treatment system so that wetland ecological values are maintained and improved.

4. An area of species rich dry grassland is developed.

It will have a significant negative impact on biodiversity values if the following occur:

1. Best quality hedgerows are removed
2. More than 50% of medium quality hedgerows are removed
3. The quality of the wetland habitats in pond and stream deteriorate.

Development will have a neutral impact if the following changes occur:

1. The poorest quality habitats are removed. These include fields and poorest quality hedgerows.
2. Half of the medium quality hedgerows are removed.
3. The pond and stream are retained but not considered in the design of new amenity or wastewater schemes.

Based on this assessment practical guidelines are provided to support the incorporation of biodiversity values and strategic development objectives.

12.6 Landscape and Visual Assessment

The landscape and visual impact assessment was made from a series of key viewpoints which ranged from private houses to points on roads, public footpaths and public open spaces that were likely to experience a degree of visual change following implementation of the proposed development. The visual assessment compares the quality of each of the existing views with those that would result on completion of the proposed development; it then quantifies the degree of change.

- On a winter's day immediately after construction
- On a winter's day 15 years after the construction

Although residents may be particularly sensitive to changes in their visual amenity, most land use planning regimes consider

that public views are of greater value than views from private property. Mitigation measures have been designed in order to negate or at least minimise the potential negative impact both during the construction period and on completion of the works. The significance of the predicted visual impact upon the identified viewpoints was assessed as being either beneficial or adverse and rated as high, medium, low or not significant at all.

A total of fifteen viewpoints were selected, 67% of these show that the visual significance of the proposed development, one year after the development's construction, would result in a medium adverse impact on the viewpoints. The visual significance of the remaining 33% of viewpoints was assessed to have a high adverse impact.

All of the viewpoints that recorded a high adverse impact were either from public open space, a public footpath or housing (front elevation view) - located immediately adjacent to the proposed development site. The remaining viewpoints, which recorded medium adverse impact, were from rear elevation housing views or from public footpath or open space viewpoints located at a distance from the site and screened by existing vegetation.

The visual significance of the proposed development, 15 years after the development's construction, would reduce to a medium adverse impact for 33% of the viewpoints, due to the maturity of screen planting. With the remaining viewpoints assessed to have a reduced visual significance from medium-adverse to low-adverse, 15 years after construction.

12.7 Noise

The proposed site is currently semi-rural in character. It has a mixed noise environment from road traffic, overhead aircraft, a garage, domestic activities such as lawn mowing, and natural

sources. Road traffic, on the Kingscourt Road and the Slane Road, is the dominant source of background noise. The link or distribution road proposed for construction to the North of the subject site will add slightly to the existing noise baseline at some local houses.

Existing dwellings, in the main, are c.10 to 30 metres from the likely location of the nearest proposed buildings and construction works. However the average distance of likely construction work is c.160 to 230 metres. Thus while construction noise levels are expected to be noticeable at times, in general a moderate impact is predicted. Existing dwellings are mainly from c.10 to 30 metres from both the Kingscourt Road and the Slane Road, with some of them being as close as 5 or 6 metres, and others in the range of c.30 to 90 metres back from the road. Thus, both by day and by night, road traffic is the dominant determinant of the noise climate at all houses likely to have any traffic noise impact due to this proposal.

Those houses in Clusker Park and Hillview Estate which back on to the subject site have the lowest existing ambient noise levels, being furthest from local roads.

The ground contours of the site are such that most existing housing is at a higher level than the projected developments. This is helpful in minimising noise from both (a) construction works, and (b) the likely traffic on the distributor road.

Development traffic is calculated to add c.0.5 to c.3 dBA to existing traffic noise levels in 2010. These increases in traffic noise level are regarded as 'Negligible' to 'Noticeable'. The 3 dB increase is calculated from increased traffic on the new road West into Navan from the Kingscourt Road. Road Traffic on the proposed Distributor road is estimated to generate negligible noise at Hillview Estate and Clusker Park, due to screening by the proposed housing.

Road traffic on the proposed Distributor Road is calculated to increase noise levels by c. 0.5 LAeq_{1hour} at the house near the Slane Road Junction, in 2010. This level of traffic noise increase is regarded as 'Negligible'.

It is concluded that the proposed development can (a) be constructed and (b) be operated, without any undue noise impact on the local environment. Some noise screening may be required at the Kingscourt Road junction.

12.8 Climate

No significant adverse effects have been identified, no mitigation measures are required. However, some impacts can be reduced through planting of trees and vegetation (reduces CO₂ emissions and can act as wind breaks).

12.9 Air Quality And Odour

Remedial and reductive measures to minimise emissions during the construction phase are detailed below.

1. No outdoor burning should occur on the site
2. Regular road damping and sweeping must be carried out – a minimum of three times daily to reduce air borne dust (frequency to be increased according to requirements)
3. Road damping should be carried out on both paved and unpaved roads to minimise emissions. This should include public roads outside the site which may be impacted by material carried off site, on truck tyres for example
4. Damping of any soil stockpiles stored on site during dry conditions
5. Dusty materials (e.g. top soil) should be transported in covered trucks
6. Limit vehicle speeds on site to control dust emissions during dry periods
7. A complaints register should be maintained at the site at all times.

It is considered that the air quality impact of the proposed development will be insignificant provided that the mitigation measures detailed above are implemented.

12.10 Traffic

The assessment carried out shows that the development at Clonmagadden Valley would increase the overall traffic volumes on the road network in the north of Navan. However, the provision of new road infrastructure in this area, namely the Distributor Road, can mitigate the adverse impact of the development.

In fact, with the full Distributor Road in place by 2010, and Clonmagadden Valley at its full development, the total traffic on the Inner Relief Road and Flower Hill is decreased by approximately 700 vehicles.

The completion of the Distributor Road is therefore, essential to avoid an increase in traffic congestion in the north of Navan.

12.11 Water

The construction of residential units within the site will result in the generation of waste water. All sewage generated due the residential units will be diverted to the mains foul drainage network, which will be extended to cater for the development. Wastewater in the vicinity of the site is currently treated at Farganstown (Navan) wastewater treatment works. The plant is designed to cater for 40,000 p.e. and can be upgraded to cater for 60,000 p.e. The plant is presently treating approx. 25,000 p.e. and so there is adequate capacity to take foul water from the proposed development.

Existing records do not document any potable supply boreholes in the environs of the proposed site. All water requirements for surrounding residences are supplied from the Navan Public

Supply. It is proposed to seek connection to the public supply network to meet the water requirements of the development. There is a 525mm watermain on the Proudstown Road to the west of the site and a 150mm watermain on the Slane Road to the east of the site. Water is supplied from Navan & Mid Meath Regional Water supply via Liscarton Treatment Works / Proudstown Reservoir. The Liscarton treatment plant, which abstracts water from the River Blackwater, is presently operating at maximum capacity. A new interim treatment plant located at Kilcarn, Navan, which will treat water from the River Boyne, was commissioned in 2004 and will be used to augment supply to the Navan area until the proposed major regional scheme is constructed.

The proposed development will result in slightly elevated run-off and increased run-off rates to the Clonmagadden Stream and the Boyne Catchment however the impact is estimated to be within the capacity of the drainage network on-site. This increase could be attenuated by provision of a storm surge pond which would also serve as an amenity.

12.12 Conclusions

Having regard to the findings of the EIA, as briefly outlined above, the proposed development should not unduly impact on the environment and or quality of life in the area.

An over-riding factor in assessing the impact of the development is the existing zoning for residential use on the site. A significant planning gain of developing the lands in accordance with the SDZ planning scheme is that it allows for a comprehensive structure for overall development, ensuring provision of community, amenity and commercial facilities in conjunction with residential.