



Julianstown

Architectural Conservation Area

Character Appraisal

December 2009

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Julianstown

Architectural Conservation Area

Statement of Character

Lotts Architecture and Urbanism

On behalf of
Meath County Council and
County Meath Heritage Forum

An Chomhairle Oidhreachta
The Heritage Council



An action of the County Meath Heritage Plan 2007-2011
supported by Meath County Council and the Heritage Council

Foreword

In 2007 Meath County Council adopted the County Meath Heritage Plan 2007-2011, prepared by the County Heritage Forum, following extensive consultation with stakeholders and the public. The Heritage Forum is a partnership between local and central government, state agencies, heritage and community groups, NGOs local business and development, the farming sector, educational institutions and heritage professionals. The Heritage plan is a cross-agency strategic plan which aims to identify, promote, enhance and conservation Meath's rich heritage. It is an action of the Heritage Plan to evaluate the character of Architectural Conservation Areas (ACAs) in the county.

It is an objective of the county Meath Development Plan 2007-2013 to carry out an appraisal of existing and proposed Architectural Conservation Areas (ACAs) during the lifetime of the plan. This publication describes the special character of Julianstown ACA and will be a useful guide for the public and local authority. We would sincerely like to thank all those who contributed to this project and to the Heritage Council for providing funding.

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Introduction

1.0 Introduction

The towns, villages and landscapes of Co. Meath contain areas of architectural, historical and cultural interest, whose character is derived from the grouping of structures and open spaces, and their setting in the landscape. These areas of particular heritage value may develop and change with time, but their special character is considered worthy of protection. Planning legislation allows a planning authority to include objectives in its Development Plan to preserve the character of a place, area, group of structures or townscapes that are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or contribute to the appreciation of protected structures. Such areas are known as *Architectural Conservation Areas* (ACAs) and may include the following:

- groups of structures of distinctiveness, visual richness or historical importance
- the setting and exterior appearance of structures that are of special interest, but the interiors of which do not merit special protection
- the setting of a protected structure where this is more extensive than its curtilage
- designed landscapes, for example, urban parks, historic demesnes, cemeteries or industrial sites
- groups of structures which form dispersed but unified entities but which are not within the curtilage of a single dominant structure.

An ACA could therefore include a terrace of houses, a streetscape, a town centre or an ensemble related to a specific building type, such as a mill or a country house. The significance of buildings within an ACA lies in their positive contribution to the character and cultural importance of the group and their protection relates to their external appearance and associated external spaces. The objective of

the ACA designation is to guide change within an area and ensure that future development is carried out in a manner sympathetic to the special character of the historic place.

Works to the exterior of a structure within an ACA only qualify as exempted development if the works do not affect the character of the exterior or that of neighbouring structures or open spaces. Whilst alterations, extensions and new build may be permitted within an ACA, any new development should respect or enhance its special character and should be carried out in consultation with the Planning Department and Conservation Officer of Meath County Council, following the usual planning application process. There are currently eighteen ACAs designated in Co. Meath. This document is one in a series which identifies the special character of individual ACAs and gives advice and guidance to those seeking planning permission, such as homeowners, developers and planning professionals, on the type of works that would be acceptable within that particular ACA, to avoid loss or negative impact to its special character.

Location & Boundary of the Architectural Conservation Area

2.0 Location & Boundary of the Architectural Conservation Area

Julianstown is located at the meeting of routes in a crossroads-like situation, at a bridge crossing of the River Nanny. It lies on the road (R132) connecting the port of Drogheda (4km to the north-west) and Balbriggan (9km to the south-east). The road to the south-east also connects to the M1 motorway, and this runs roughly 2km to the west of Julianstown in a north-west to south east direction. Two other routes connect to the R132 at Julianstown. One road near the bridge connects to Duleek some 9km to the west. The other road is slightly to the north of the town and connects to Laytown, a village on the coast some 3 km to the east.

Julianstown is a small village within the greater Meath and Dublin areas. The village lies in the valley of the River Nanny, which lies somewhat below the level of the flat terrain to the north and south. The river valley is orientated east-west, with the Nanny flowing eastwards and entering the sea at Laytown. The village extends north of the bridge with branches off to the east and west. The river, the bridge crossing, and the low position relative to the topography, are important characteristics of the setting of Julianstown.

2.1 ACA Boundary

The ACA boundary extends from the southern side of the bridge and includes the former mill on the north bank, a short stretch of the Duleek road to the west behind the mill, and the houses on the R132 north of the bridge up to the former main road to Laytown, now a closed T-junction. The ACA includes houses, the old mill and the bridge. The protestant and catholic churches are located outside the ACA about half a kilometre away. The boundaries of the ACA are shown on the map in Figure 1.

Location & Boundary of the Architectural Conservation Area



Fig.1: Boundary of Julianstown Village ACA.



Fig.2: Google aerial image of Julianstown Village.

Schedule of Protected Structures & Recorded Monuments

3.0 Schedule of Protected Structures & Recorded Monuments

There are a number of protected structures within the boundaries of Julianstown Village ACA that are protected under Part IV of the Planning & Development Act 2000. A protected structure is a structure or part of a structure that a Planning Authority considers to be of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view. The full extent of a protected structure includes the land lying within the curtilage of the protected structure and other structures within that curtilage and their interiors. The concept of curtilage is not defined by legislation, but is understood to be the parcel of land immediately associated with that structure and which is or was in use for the purposes of the structure. The Record of Protected Structures (RPS) is contained in the Meath County Development Plan 2007-2013, Appendix V.

The Record of Monuments and Places lists structures and sites of archaeological heritage, which are also defined as protected structures. The schedule is available to the public at the Planning Office of Meath County Council, Teagasc Offices and Town Councils and on the internet on the website of the National Monuments Service, Department of Environment, Heritage and Local Government (www.archaeology.ie). A small number of National Monuments are in state ownership and care but there are none within the jurisdiction of the Julianstown Village ACA.

Protected Structures

3.1 Protected Structures

Within the boundary of the Julianstown Village ACA there are 10 protected structures comprising:

• RPS No. MH028-202	Police Station.
• RPS No. MH028-203	Old Mill Hotel (Moran’s Mill).
• RPS No. MH028-204	Tavistock, former Dispensery/Courthouse.
• RPS No. MH028-205	Terrace house 1 of 6.
• RPS No. MH028-206	Terrace house 2 of 6.
• RPS No. MH028-207	Terrace house 3 of 6.
• RPS No. MH028-208	Mill house.
• RPS No. MH028-209	Terrace house 4 of 6.
• RPS No. MH028-210	Terrace house 5 of 6.
• RPS No. MH028-211	Terrace house 6 of 6.
• RPS No. MH028-212	Upper and Lower bridges.

A significant structure outside the ACA, but prominently visible from the ACA in a picturesque setting seen from the bridge is the lime kiln, (RPS No. MH028-213) built c.1780, with random rubble stone walls and a red brick segmental arched opening.

There are no churches within the ACA, however the village of Julianstown does have significant churches located beyond the boundaries of the ACA:

- RPS No. MH028-215 St. Mary’s, Julianstown Parish Church (Church of Ireland), north of the village. The spire of this 18th century church can be seen crossing the bridge into Julianstown.
- RPS No. MH028-201 St. Mary’s, Dimanistown West, the former Catholic Church, lies west of the village parallel and south of the river. It can be clearly seen on the approach road from Duleek before reaching Julianstown.
- The new Catholic Church south of the village, a modern building of 1982 designed by Liam McCormick, arguably Ireland’s most prominent church designer of the post-Vatican II period. This can be seen on the skyline from further east along the River Nanny.



Figs. 3 and 4: St. Mary’s Parish Church (C of I) and the Catholic Church by Liam Mc Cormick.

Protected Structures

Other structures of significance in the area include:

- RPS No. MH028-219 Ballygarth Castle to the east of the village, dating back to the 14th century. This was the home of the Pepper family, and can be seen from the road to Laytown.
- RPS No. MH028-220 Stone Dovecote with brick window surrounds situated at the edge of the road opposite Ballygarth Castle.
- RPS No. MH028-214 Julianstown House, a detached four-bay two-storey farmhouse, built c.1760.
- RPS No. MH028-216 Sexton's House built c.1780.
- RPS No. MH028-217 Cottage built c. 1820.
- RPS No. MH028-218 Lime Kiln.



Fig. 5: View of lime kiln.



Fig. 6: View of stone dovecote.

Recorded Monuments

3.2 Recorded Monuments

There are no Recorded Monuments in the Record of Monuments and Places protected by National Monument legislation within the ACA for Julianstown Village. However, several recorded monuments of significance are located in close proximity:

- | | |
|-------------|---|
| • ME028-007 | Cross. |
| • ME028001 | St Mary's Church, ME28001001: Font and ME028001002 Stone sculpture. |
| • ME028002 | Ballygarth Castle. |
| • ME028003 | Church in Ballygarth (disused since the 17th century). |
| • ME028010 | Church in Moorechurch. |
| • ME028024 | Possible battery in Ninch. |
| • ME028004 | Earthworks in Ninch. |
| • ME028005 | Enclosure in Corballis. |

Development Plan Zoning & Objectives

4.0 Development Plan Zoning & Objectives

The Meath County Development Plan 2007-2013 and the East Meath Local Area Plan set out the planning policy for this area. In considering new development within this area the policies and objectives prescribed in these plans are of relevance.

Historical development of the area

5.0 Historical development of the area

The earliest recorded name for the Parish is Aney, which derives from Ainge, the Irish for Nanny. In 'Irish Stone Bridges, History and Heritage' by Peter O'Keeffe and Tom Simington, mention is made of river names in Ireland, and the following is said of the river Nanny: *"The Nanny in Meath, An Aigne, meaning "treacherous" which with its rapid rise of flood water caused many drownings as far back in 1487...."*

The first recorded reference to the village of Julianstown is in a list of endowments of the Priory of Colpe, shortly after the Norman invasion. The origin of the name is not clear. One version quoted in 'A History of Julianstown' compiled by Julianstown Guild, contends that the name derives from Juliana, the name of the wife of William Fitzherbert, who was involved in a dispute over the church of Aney (on the site of the current Church of Ireland Church) in 1227. Another version, from the poem 'Julianstown' by J.A May, suggests that the name derives from Lady Juliana Preston.

The Battle of Julianstown was fought in 1641 near the crossing of the Nanny, and is commemorated by a plaque on the existing bridge. In this skirmish, Catholic forces under Rory O'More defeated English Crown forces in an ambush. This success gave impetus to a wider rebellion leading to the formation of the Irish Catholic Confederation or 'Confederation of Kilkenny,' which governed much of Ireland until crushed by Oliver Cromwell in his invasion of 1649. Julianstown is shown in William Petty's Down Survey map of this period (Fig. 7), and in the Civil Survey of 1654 three castles and estates; Daridstown, Ballygarth and Moymurthy, were listed under the boundary name of Julianstown.



Fig. 7: Extract from Down Survey 1655 (copyright British Library).

The association of Julianstown with nearby Ballygarth Castle and the Pepper family, who owned it since 1660, is significant. Ballygarth Castle is first mentioned in a document dating from 1372, and belonged to the Netterville family until the 1650s when their lands were seized during the Cromwellian Plantations. The castle and estate remained in the ownership of the subsequent owners, the Pepper family, until 1927. Nearby Ballgarth Church within the demesne of the castle has been disused since the 17th century. Sometime between the years 1682 and 1704 the parish of Julianstown was amalgamated with Stamullen, Moorechurch and Ballygarth, and since that time they have functioned as one parish.

Having developed at a river crossing, the road has been important in the history of Julianstown. The road, shown on Herman Moll's map of 1714, became part of the Dublin to Dunleer turnpike road in 1731, following introduction in 1729 of legislation for toll roads. A turnpike was located at Whitecross with a facility to change horses beside the old mill at the bridge.

Historical development of the area



Fig. 8: Extract from *A new Map of Ireland* by Herman Moll 1714 (reproduced from Peter O'Keefe, *Ireland's Principal Roads 1608-1898*, NRA 2003).

Samuel Lewis recorded in 1837 that there were 30 houses in Julianstown, and that the village had a penny post to Drogheda and Balbriggan, a dispensary, a constabulary police station, and petty sessions fortnightly.

The first edition Ordnance Survey map of 1838 depicts Julianstown as a linear arrangement of buildings alongside the road. It can be presumed that buildings shown on the map were mainly thatched, and that most have now disappeared. One exception is the house at the northern corner of the Duleek Road, whose large gable chimneystacks suggest a date in the late 17th or early 18th century. This structure is marked as a Police Station on the 1838 map. A distinct widening of the road in front of this building suggests an open space that may have been the focus of the village. A winding path is shown leading from this space to the river bank, possibly a reflection of the importance of the river to the economic life of the village. Sizeable orchards are shown on either side of the village, the footprints of which survive in the modern field pattern. The Catholic and Church of Ireland churches are shown, on the Duleek and Laytown roads respectively, and two quarries and a mill are marked to the west of the village.



Fig. 9: Julianstown, extract from the Ordnance Survey map of 1836-1837.

There has been a church on the site of St Mary's Church of Ireland Church since the middle ages. The present church, a four-bay nave with single bay chancel and vestry to the east and projecting porch and square plan tower was constructed c. 1770, and has been remodelled on a number of occasions. The chancel and vestry were added and the windows altered to the design of the architects Welland and Gillespie in 1861-63. In the early 20th century the tower and spire were added, under the patronage of the Pepper family, to the design of the prominent architect James Franklin Fuller (1835-1925), whose other works include Kylemore Abbey, Ashford Castle and Farmleigh House.

The former St Mary's Catholic Church, in the townland of Dimanistown on the banks of the River Nanny to the west of Julianstown, was built in 1837. It is of simple design, characteristic of Catholic Churches in the early 19th century, and has been converted to use as a community hall. A new Catholic Church was built in 1982 to the south of the village, a later work of the acclaimed church architect Liam McCormick.

In 1847 the road in the village was improved with the construction of the present stone bridge, which replaced a timber bridge. The

Historical development of the area

1907 Ordnance Survey map shows modest growth in Julianstown with some development near the T-junction with Duleek Road. A terrace of six estate cottages designed in a picturesque style was built by Colonel Pepper of Ballygarth in 1897. A police station was built in 1903, and the adjacent building, with similar detailing was used as a Constabulary barracks, courthouse and clinic. Both are now converted to residential use. A smithy is shown on the maps and there are thought to have been eight forges in the locality at one time.



Fig. 10: Historic photograph of the police station and courthouse, both now converted to residential use.



Fig. 11: Ballygarth Castle before 19th century alterations.



Fig. 12: The Church of Ireland church prior to the alterations of 1906. The thatch house in the foreground of the photograph has since been demolished.

Historical development of the area

The fast flowing River Nanny has influenced the industrial activity in the area and there are several water mills along its banks. The Nanny was reputed to have more mills (14 in total) than any other comparable river in Ireland, and the waters of the Nanny were renowned for their bleaching qualities. Thomas Pepper of Ballygarth built a corn mill which was later converted to a calico printing mill by Smith & Co. in 1788. The townland was renamed Mosney after the famous printing yard at Mosney, in Lancashire. The mill was demolished in 1943. The corn mill at the bridge in Julianstown was in use until the 1930s, and was subsequently converted into a hotel. Two lime kilns and limestone quarries were located in the village, while gravel pits and brick-making works also existed throughout the area. These survive today as topographical features and ruined buildings.



Figs. 13 and 14: Historic view of Moran's Mill and use as the 'El Molino' hotel c.1981.

Despite developments of a suburban character to the north of the village, the Julianstown ACA still retains much of the atmosphere and appearance evident in photographs of the early 20th century. Since the late 1970s the beginning of the road to Laytown was closed to through traffic, and a new connection was made further north running to the north of a housing estate.

Julianstown's biggest challenges now are the pressure for further development and increasing traffic. Most of the historic building fabric still exists, albeit in a moderate to poor condition.

Sources:

- A History of Julianstown, compiled by Julianstown Guild I.C.A, 1985.
- A Topographical Directory of Ireland by Samuel Lewis 1837.
- The Buildings of Ireland; North Leinster, by Christine Casey and Alistair Rowan.

Historical development of the area

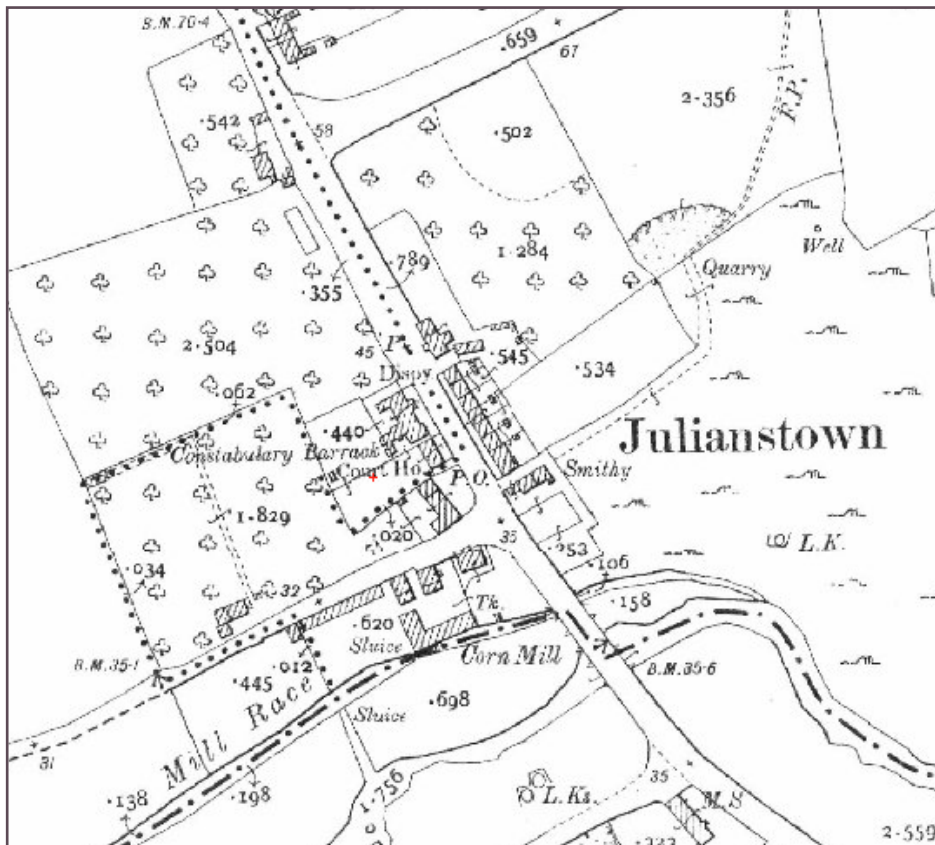


Fig. 15: Julianstown, extract from the Ordnance Survey map of 1909.



Fig. 16: Julianstown, extract from the Ordnance Survey map of 1978.

Character overview of Julianstown Village ACA

6.0 Character overview of Julianstown Village ACA

6.1 Spatial sequence, vistas and setting

The sequence of spaces experienced in passing through the village, and the sequence of views of the structures in their landscape setting, is central to the special character of Julianstown.

From the south;

Approaching from Whitecross Glebe in the south the most striking building to be seen in Julianstown is the mill complex. The hawthorn trees on the left hand side conceal the golf course, and attention is focused on the substantial well-proportioned mill house beyond the bridge. Trees and farmland on the hill behind act as a scenic backdrop. When approaching the bridge, the terrace of houses to the right side of the road beyond the bridge leads the view toward the top of the valley. This is balanced by the more formal civic buildings opposite. The open character of the space at the bridge allows views up and down the valley and appreciation of the river. There are also picturesque views of the dramatic lime kiln, with the spire of St. Mary's standing above the horizon in the distance.



Fig. 17: View from the southern approach.



Fig. 18: View of the lime kiln, St. Mary's and Nanny.

Character overview of Julianstown Village ACA



Fig.19: View from the terrace houses leading north.

From the north

The approach to the northern edge of the village lacks definition. Double stone houses on the east side of the main road are the first historic feature. South of this the space is again poorly defined, and opens up to a car park north of the pub and to the end of the now-closed former Laytown Road. Bungalows on the western side elevated on a slope are relatively understated, with hedges and trees planted in front gardens and along the road edge between the bungalows.

The picturesque terrace of houses south of the pub guides the view down to the bridge along the main street. The view ahead opens to the bridge with the landscape sloping up behind. The landscape here is relatively untouched; a golf course lies directly to the south, but some new housing to the south east disrupts the view. The mill house and the house on the west side of the bridge frame the entrance to the Duleek Road.



Fig. 20: The approach from the north looking east.

Fig. 21: The closed road and car park looking east.

Character overview of Julianstown Village ACA



Fig. 22: View of the pub and terrace looking south.

From the west

Two roads lead into Julianstown from the west, one either side of the River Nanny. The road to the south of the river is intimate and rural in character, and opens up at a T-junction to the main road south of the bridge. The road to the north of the river traverses an open landscape and narrows at Julianstown. The road space is defined with hedges, trees and buildings on both sides, and concludes with the mill house and building opposite which frame the exit onto the main road.



Fig.23: West entrance to Julianstown looking east.



Fig.24: Junction to the main road looking east.

From the east

The road from Laytown runs to the north of, and parallel to, the River Nanny. This approach offers several beautiful glimpses of the water and valley around Ballygarth Castle before climbing to St. Mary's Church of Ireland Church. Here there is no view of Julianstown, and the historic approach through the country road has been diverted, forming a wide arc of suburban character. Recent housing built along both this road, and the closed road to the south, have left an open area that allows views to the south as intended in the 1989 development plan for Julianstown. However, this open area is to be developed as part of the current Development Plan 2007-2013. Though presently inaccessible, the valley to the east of the ACA is a place of high visual quality based on the presence of the River Nanny, the unspoiled landscape, and interesting structures, such as the lime kiln and the overgrown quarries.



Fig. 25: View of the river valley and Julianstown from the south.

Character overview of Julianstown Village ACA

6.2 The river and landscape elements

The valley of the River Nanny has survived without development, and retains a naturalistic appearance which adds to its charm and attraction. The river has different characters along its course, and at Julianstown it winds along the valley to pass under a triple-arched stone bridge of fine ashlar construction and elegant design. To the west is a flat area of embankment above water level allowing a good view of the bridge. Here the mill house and converted mill hotel building face the river directly and address it at a grand scale.



Fig. 26: View of the river to the west.



Fig. 27: View of the bridge from the west.

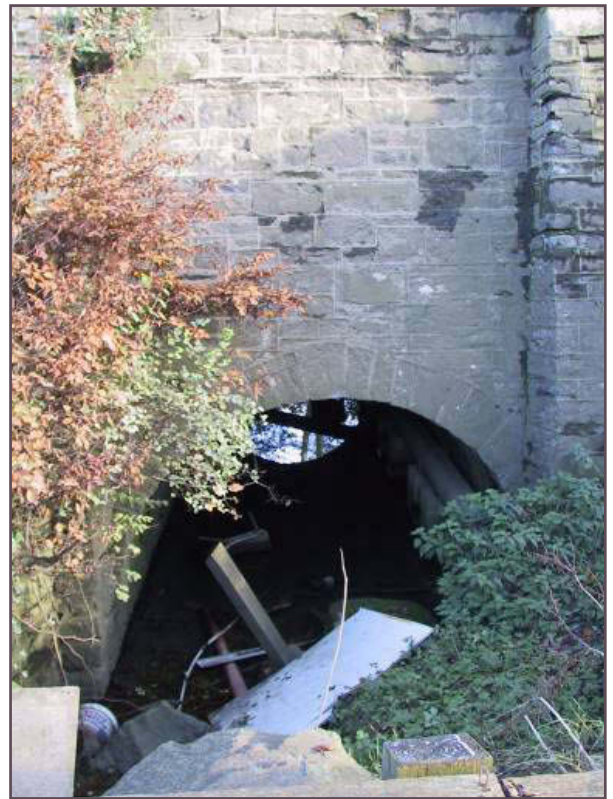


Fig. 28: The mill race west of the bridge. Fig. 29: The mill race east of the bridge.

East of the bridge there is no easy access to the river banks, however the views from the bridge above are very fine. The mill race is visible with a smaller arch situated to the north of the main arches over the river. This is a valuable asset in the waterscape character of the ACA. Unfortunately it is overgrown and full of rubbish, detracting from rather than enhancing the character of the area.

Character overview of Julianstown Village ACA



Fig. 30: View of the river to the east of the bridge showing the lime kiln (and sewage works!).

Lying in a valley setting in the midst of rolling farmland Julianstown is nestled into the landscape, and large stands of trees and other planting form a central feature of its special character. Groups and individual trees in and around the village reinforce this character by visually merging the buildings into their setting. This applies to trees in the ACA and those beyond that can be seen from the ACA. The approach road from the south is planted with pink and white hawthorns, planted by the local branch of Muintir-na-Tire. The state of the existing trees needs to be protected and new planting of native species should be considered to reinforce the special character of the ACA.



Fig. 31: Tree group in front of the mill-hotel.



Fig. 32: Tree group at the north of the ACA.



Fig. 33: View of the trees on the main street.

Character overview of Julianstown Village ACA

6.2 Street layout

The village is located on the main route from Balbriggan to Drogheda and the roads branching off to Duleek and Laytown. One closed section of road with suburban type houses lies north east of the ACA. This was formerly part of the road to Laytown. No access lanes are available to the rear of the properties in the ACA, all circulation takes place on the public roads.

6.3 Form & arrangement of public space

The only public spaces available in the town are the footpaths; these are of poor quality and in bad repair. A park bench is located to the south east of the bridge with a planted area, but it could not be described as a convenient public facility for residents or visitors. An open space within the ACA to the north of the pub is used as a car park. The public paths on the bridge are narrow and dangerously close to the heavy and fast moving traffic. No public space in the village allows access to or appreciation of the river. No landscaping of any quality exists, and the public lighting is more suited to a busy road rather than a village street character.

6.4 Socio-economic functions

Julianstown provides facilities to residents of the general area as well as to the inhabitants of the village itself, it is the heart of the parish and contains several of its social functions. However, the churches and school are located well outside the village. There is one pub but no other commercial facility. The hotel at the bridge has been destroyed by fire and awaits redevelopment. The community hall is located in a disused Catholic Church further to the east. The village once had a police station and courthouse, the latter was used as a dispensary after 1939 and is now occupied as a dwelling.

6.5 Building types

The building typologies in the Julianstown ACA can be categorised as:

- Detached vernacular houses of eighteenth

and nineteenth centuries.

- Nineteenth-century terraced estate cottages.
- Nineteenth and early twentieth-century public buildings.
- Late eighteenth-century mill complex.
- Twentieth-century dwellings.
- Outbuildings.

6.6 Palette of materials

The historic buildings are faced with stucco or render. Timber was originally used for windows and doors, and has been replaced in many cases by modern materials such as PVC and aluminium. Only one of the estate cottages retains its original timber sash windows. The roofs are predominantly of slate and many of the chimneys are of finely detailed brickwork.

There are some metal railings to the north of the mill building, but otherwise there are no noteworthy examples of metal railings and gates. There are stepped low walls with a number of cylindrical stone posts that carried chains as a fencing boundary to gardens and pathways. These were a strong characteristic of the streetscape of the ACA. The bridge has fine stone parapets, and it curves around to connect with the mill house railings on the north-west side.

The paving to the roads is tarmac and the paving to the footpaths is a concrete finish in poor repair.

Street by street appraisal

7.0 Street by street appraisal

All of the streets included within the boundary of the ACA contain buildings and other elements that make a positive contribution to the character of Julianstown Village. In general the condition of the built fabric is good but there are individual properties which are in poor condition or derelict. This section provides a brief description of each street and open area within the ACA boundary under the following headings:

• Architectural Character and Spatial Quality

An appraisal is made of various buildings along a street, in a laneway or courtyard and within private grounds. Its character is identified through historical use, design, scale and building materials. The spatial quality is defined by the relationship between buildings and the street, and by how streets relate to each other.

• Street Surface Treatment & Boundary Treatment

The boundary treatment refers to the manner in which a site is enclosed; for example, walls, hedges, railings and gates. Included in this section is a description of extant street furniture and historic street surface treatment.

• Land Use

Land use refers to the use of the buildings on the street and how they influence the special character of that area.

7.1 The bridge and road to the north

7.1.1 Architectural Character and Spatial Quality

This is part of the old Dublin route to the north. It retains the small scale and village atmosphere of pre-war times and has a few highly visible recent structures that challenge this character. The large limestone bridge acts as a strong introduction to the street and it affords good views of the largely unspoiled river valley landscape. The impressive arched structure can be best appreciated from river bank level or from further away. Views from above the stone parapet on the bridge give an indication of its grandeur. The bridge offers restricted width, and little space is allowed to pedestrians. The dangerous traffic makes it unappealing to cross.



Fig. 34: The view of the bridge from road level.

The six terrace houses to the east of the main road were erected by Colonel Pepper of Ballygarth in 1897, and designed in a picturesque cottage style. They are two-storey structures with plastered elevations, brick quoins, gabled windows, pitched slate roofs, exposed rafters,

Street by street appraisal

detailed brick chimneys and overhanging red-tiled porches. They give a strong picturesque quality to the streetscape. This is echoed in the architecture of the former police station and courthouse opposite. The houses have symmetrical elevations and stagger in pairs on the sloped topography. The terrace ends on the south side with a single-storey five bay house in a similar style.

To the north there is a small access lane between the end terrace house and a pub building. The latter is a rendered single-storey building of vernacular expression with a thatched roof. It ties in well with the volumetric expression of the terrace houses and its ridge line is at a similar height. The juxtaposition of vernacular and designed picturesque styles balances well. The pub elevations also address an open space to the north that is used as a car park. They have the same materials and expression.



Fig. 35: The terrace houses, viewed from the north-west.

Street by street appraisal



Fig. 36: The west elevation of the pub from the road.



Fig. 38: Road edge to the car park looking north.



Fig. 37: The north elevation viewed from the car park.



Fig. 39: Double houses at the top of the valley.

To the north of the pub the street line loses definition, and nothing exists to the eastern side of the car park that gives hold or definition to the space. This condition continues to the top of the hill north of the ACA, where two three-bay attached stone houses with slate roofs and brick reveals address the road. This rhythmic composition, simplicity of volume and scale echo the six picturesque houses below, and give a sense of marking the end of the village that is missing in the stretch from the thatched pub.

The western side of the road is marked to the south by the mill house. This is a three-storey building with a pitched roof that stands a level below the road on the river embankment. The house is a three-storey three-bay structure with a projecting middle bay, and it stands back from the road on the north side with a basement area and retaining wall. The first floor level of the house is reached by a short bridge from the road. The simple form of the house is expressed by its gable chimneys, and elaboration in detail is restricted to corner quoins and keystone projections above the windows. The house fulfils the large scale function in its setting in addressing the approach from the south, the bridge and the river. The scale to the north side reduces by its two-storey appearance, and this relates well to the two-storey house of similar size and expression that stands on the opposite corner of the Duleek road. The change in scale is very successful, and leads well into the small scale character of the buildings in the street.

Street by street appraisal



Fig. 40: South elevation of the hotel.



Fig. 41: North elevation of the hotel.

The house on the corner to the north of the mill house is a two-storey, three-bay structure with rendered elevations and a pitched slate roof. Although this is not included in the list of protected structures, it successfully plays a role of echoing the two-storey appearance of the hotel opposite, and marks the entrance to the Duleek road. It is set back from the line of the main north-south road, giving it the most significantly sized and prominent garden space in the village. This also echoes the large space to the south of the mill house. In a village with no open flat space other than the footpaths, this attracts significant attention. Unfortunately, it is presently used by a car cleaning business, and this has a negative visual impact on the character of the ACA.



Fig. 42: Corner building at Duleek turn off.

North of this lies the former courthouse and police station. These echo the picturesque style of the terrace houses opposite. The elevations are rendered with slated pitched roofs. The police station has stepped gables and brick chimneys similar to the terrace houses. Both buildings have exposed rafter end details at the eaves, and they echo the same detail on the terrace opposite. The corner quoins are made of plaster. Both buildings have a representational architectural expression fitting to their original official function. They both use gothic arches above some of the windows.

The courthouse has a slated projecting porch, and the elevation of the police station turns one gable to face the street at its south end. This is echoed in the gable of the projecting porch to the entrance. These two buildings successfully mix a picturesque style with official demeanour. Like the situation on the opposite side of the street, they sit at ease with neighbouring buildings of simpler expression. The official status of both buildings is also underscored by their elevated position relative to the road, since the ground starts to slope up from the road from this position northwards. This elevated character is further emphasised by the sunken quality of the corner building to the south.

Street by street appraisal



Fig. 43: Former court house (left) and police station (right).

To the north of the former police station the ground continues to slope up from the road. Here two bungalows of post war construction stand with an empty plot in between. The bungalow directly to the north of the former police station lies discreetly behind a neat hedge and tree above the road. It has a simple three-bay rendered symmetrical elevation with a central brick-lined arch to the entrance, a pitched tile roof and two symmetrically placed chimneys.

The road between the bungalows is lined with a hedge and trees that overhang the footpath. The elevation of the second bungalow at the northern end of the ACA is a five-bay facade arrangement with a projecting porch bay. The walls are rendered and painted white, with simple windows boasting wall mounted shutters. The roof is tiled and hipped to the northern and southern ends. The significance of this house is its position at the end of the original road to Laytown. The portion of road remaining is now a cul-de-sac, and is blocked off with no vehicular

access to the main road. The house plays a role in closing the view from the closed road. Moreover, it also has a substantial group of trees to the west that are visible also from the south. These nestle the house into its setting, a strong characteristic of the ACA.

Street by street appraisal



Fig. 44: Bungalow north of the police station.



Fig. 45: Bungalow at the end of the old Laytown road.

7.1.2 Street Surface Treatment & Boundary Treatment

Nothing remains of any original surface treatment in the public domain. A suitable surface treatment in character with the ACA could be approved by Meath County Council. This should be done in conjunction with burying overhead cables.



Fig. 46: The situation in 1905 with complete fencing and boundary walls.

Remains of the boundary chain and post fencing are a good source for their repair or reinstatement. For the buildings on the west side of the road they stood on stepped walls that climbed up the hill. In front of the terrace houses they are coupled symmetrically with the entrance doors, and stood on shallow walls which also stepped up the hill, but in a quicker rhythm than those on the opposite side of the street. This system reinforced the scale expression of the houses, and its decay is a loss to the special character of the ACA.

Street by street appraisal



Figs. 47, 48: Remains of the post and chain fencing on both sides of the main street.

Figs.49, 50: Bridge parapets to the west and east sides.

The parapet walls to the bridge are an important indicator of its presence and expression of its materiality and construction. They are in need of repair where they have been re-pointed with cement mortar and the coping profile has been copied in rough concrete. The planting boxes on the bridge and their fixings detract from the quality of the stone coping and should be removed.

Street by street appraisal

7.1.3 Land use

The main north-south orientated street in the ACA maintains its original land use in most parts. The police station and dispensary buildings have been converted into modern dwellings. This is a suitable use for these structures. It can only be hoped that the hotel will be suitably redeveloped to maintain an economic magnet for public life in the village. The functions of hotel and pub complement one another. No other public or commercial function is offered to the parish or visitors on this road in the ACA. A post office to the north of the ACA in the closed road is no longer operating.

7.2 The Duleek road and the mill river front

7.2.1 Architectural Character and Spatial Quality

The Duleek road travels in a westerly direction away from the main north-south orientated street through the village. To the north of the road the ground rises higher on the valley slope, and it drops to the south to the river. There are a number of suburban-type houses along the north side of the road for a short distance to the end of the village, and then the setting becomes rural. Beyond the village to the west the Duleek road is currently being upgraded.

The ACA includes the corner house to the north of Duleek road, and the mill house and mill building to the south. This is a simple three-bay, two-storey house with rendered elevations and a slate pitched roof. It has a one-storey extension to the rear with a pitched slate roof that is built on the line of the road. It is set back from the main road more than other buildings on the street. It is in a bad state of repair and is being used to provide a car valeting service. Cars fill the small access lane to the rear of the house. The vacant property to the rear of the house is filled with disused cars.



Figs. 51, 52: Corner house north of mill with cars in the plot to the west.

The mill buildings are a full level below the road and are reached by a sloped access way to the west. From the road the mill house appears to be a two-storey structure and roughly the same size as the building on the opposite corner. The mill house stands back from the road and has a sunken area to the north. The entrance is reached by a short bridge which has metal railings. The building is three-storey structure including the lower level. It is divided into three bays with a projecting central bay, and has a pitched slate roof and gable chimneys. The corners are marked with plaster quoins and it has an elaborate cornice. The windows have raised plaster reveals, and quoins above the openings at ground floor. It has a simple but impressive elevation, and was part of a hotel complex that shut in recent times following a fire.

Street by street appraisal



Fig. 53: View of the of mill building.

Further to the west of the mill house a low wall and a sunken area separate the road from the rear of the hotel. A number of trees planted in the area conceal the rear two-storey extension of the hotel. This is a modern design consisting of square windows and a tiled parapet with a flat roof behind. The roof and gable ends of the mill building proper stand higher, and are visible above the extension from the road.



Figs. 54, 55: View of the north of the mill hotel, view from the south west from the embankment.

The west elevation of the hotel is blank and otherwise the same as the rear. To the south this extension has large French door type openings at first floor level and has a 'hacienda' type expression that derives from a Spanish image and its previous 'El Molino' name. This is at variance with the special character of the ACA and should be changed in any redevelopment of the site.

The southern gable of the mill building can be seen in the centre of the complex. It has a one-storey extension to the front, with a terrace at first floor level and French doors. The other mill building to the east is lower and runs parallel to the river. It is partially concealed by a temporary lean-to building. Both buildings have rendered walls with pitched slate roofs, and both have suffered extensive fire damage which is visible from the outside.

In any redevelopment the volume, proportion and material of these buildings should be reinstated. Their relationships to one another, and to the mill house, are an important part of a composition seen on approaching Julianstown from the south. They are one of several functions that historically served the wider community and as such were given specific architectural expressions. This collection of architectural expressions is a central part of the special character of the ACA.

Street by street appraisal



Fig. 56: View of the mill complex from the approach way south of the bridge.



Fig. 57: View of the mill house from the bridge.

Street by street appraisal

The mill house is the largest structure in the ACA and plays an important role in addressing the approach from the south. It has a large-scale expression and, like the north elevation, it is a three-bay building with a projecting central bay. It has a pitched slate roof and gable chimneys. The corners are also marked with plaster quoins and it has an elaborate cornice. The windows have raised plaster reveals and quoins above the openings at ground and first floor.

East of the mill house is the nineteenth-century stone bridge. Its full size and grandeur can be best appreciated from the embankment level. It boasts three large arch spans over the River Nanny with projecting buttresses. The size and scale of the bridge and mill house match one another well, and are the largest expressions of this scale in the ACA.

Street by street appraisal

7.2.2 Street Surface Treatment & Boundary Treatment

Nothing remains of any original surface treatment in the public domain. The Duleek road has a tarmac finish with no footpaths on either side. Cars are parked on the lane close to the site boundaries and pedestrians have to walk on the road. A suitable surface treatment for pedestrians in character with the ACA should be approved by Meath County Council. Parking should be restricted to one side of the road only, or to suitable parking pockets further to the west.

No evidence was found of any historic fencing other than the metal railings to the north side of the mill house. The river edge has been reinforced with large stones, and no other consideration has been given to its definition.

7.2.3 Land use

The house to the north of the mill house on the corner of the Duleek road is presently used as a car cleaning service. Cars are parked to the front and rear, and disused cars are parked on the site to the west of the house. The service advertises itself with several kinds of signs to the east and south. This use is damaging to the special character of the ACA. The vacated mill and mill house functioned as a hotel until recently. This kind of use suits these buildings if carried out in a manner respecting their historic fabric.



Fig. 58: View of the bridge from the mill embankment.

Summary of significant views & vistas

8.0 Summary of significant views & vistas

Owing to Julianstown's layout, extending from a bridge over the River Nanny, significant views are afforded towards the village from the valley above, and from the village streets outwards.

The most noteworthy view toward Julianstown is from the approach road on the southern slope of the valley. This encapsulates the bridge, the mill complex and Main Street with houses to either side. All are set against the backdrop of an unspoiled valley slope with groups of trees and hedges and a largely unspoiled skyline. However, the village is cluttered with television aerials and communications masts that stand to the north of the mill complex.

Important views not in the ACA, but essential to its character, are to the river either side of the bridge. These afford views of the water and landscape. The view west is particularly interesting, with the large lime kiln and the spire of St. Mary's in the distance. The lime kiln has to compete with a visually intrusive sewage treatment works directly to the east. Although this is not in the ACA, it is highly visible from the bridge and a minimum measure of screening it with suitable planting should be considered.

The most important view in the ACA is up and down the main street. This has suffered mostly from denigration of the boundary conditions and loss of roadside definition with the closure of the old Laytown turn-off.

Important views of the bridge and mill complex can be appreciated from the river bank to the south east of the ACA. Consideration should be given to improving these and offering them as an amenity to residents and visitors.

Summary of Special Character

9.0 Summary of Special Character

Much of the charm of Julianstown derives from its largely unspoilt landscape setting and the picturesque views into and out of the village, set against rolling farmland crowned by large stands of trees.

Julianstown retains much built evidence of its industrial past, influenced by its site on the fast-flowing River Nanny, with a historic mill complex at its centre, and with views taking in disused historic quarries and a substantial limekiln.

Its former civic buildings underline the importance of Julianstown in the East Meath area, and the high quality road bridge, executed by skilled craft-workers, demonstrates the importance of this road link between Dublin and Drogheda.

The distinctive, picturesque architecture and boundary detailing contribute to an appreciation of the special character of Julianstown ACA from near and from a distance.

Summary of Special Character

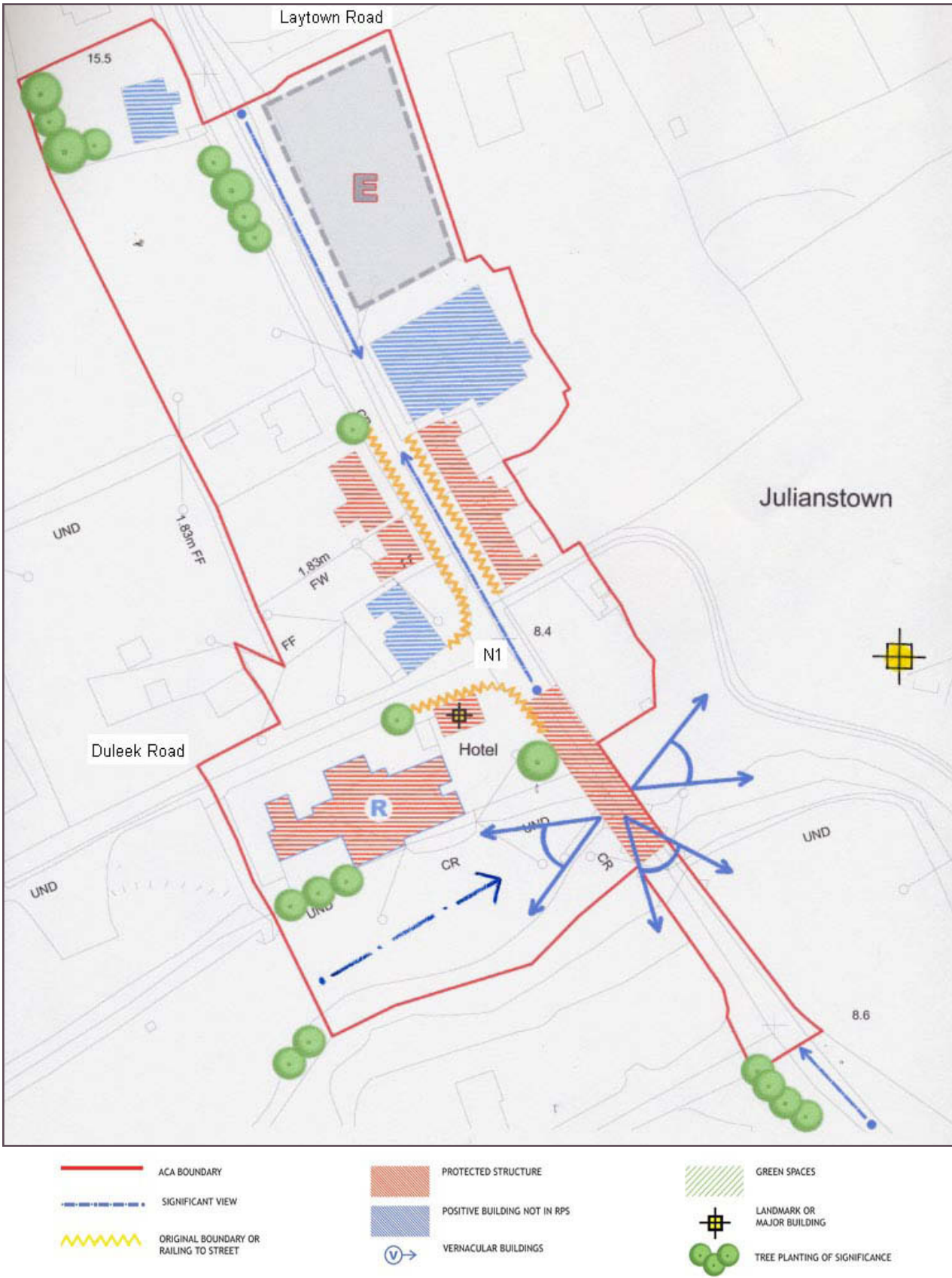


Fig. 59: Julianstown ACA Character Map

Implications for Planning and Development

10.0 Implications for Planning and Development

The objective of Architectural Conservation Area designation is to protect the special character of an area through rigorous control and positive management of any changes made to the built environment. Under the Planning & Development Act 2000 there is a requirement to obtain planning permission for all development works which do not constitute exempted development. Section 4 of the Planning & Development Act 2000 lists developments which are constituted as exempt, for the purposes of the Act. With regard to Architectural Conservation Areas, it is important to take into account Section 4(1)(h) of the Act which states that the following shall be exempted development:

“Development consisting of the carrying out of works for the maintenance, improvement or other alteration of any structure, being works which affect only the interior of the structure or which do not materially affect the external appearance of the structure so as to render the appearance inconsistent with the character of the structure or of the neighbouring structures”.

Protected structures:

Planning permission is required for all works that would materially affect the character of a protected structure, or any element of the structure including its curtilage, which contributes to its special character. Under Section 57 of the Planning & Development Act 2000 an owner/occupier may request a declaration from Meath County Council as to whether any works they propose require planning permission. A declaration issued under this section sets out the type of works the Planning Authority considers would or would not affect the character of a structure or any elements thereof, which contributes to its special interest.

Non-protected structures:

Owners and occupiers of non-protected structures located within Julianstown Village Architectural Conservation Area should be aware that works, which in the opinion of the Planning

Authority would materially affect the character of the Architectural Conservation Area as outlined in this section, will require specific grant of planning permission under Section 82(1) of the Planning & Development Act 2000.

10.1 Works requiring planning permission

10.1.1 External walls

The majority of buildings in Julianstown have a render or stucco finish. The practice of removing render to expose stone work below not only significantly alters the architectural character of the structure and affects the visual integrity of the building, particularly in a terrace, but it also exposes the building to decay and damage, once its protective layer is removed. In addition to this practice of removing the water-resisting surface, facades often have had their original lime mortar pointing removed and replaced with an unsuitable cement-based mortar. This type of repointing in a style or manner other than existing would be deemed unacceptable by the Planning Authority and the restoration of suitable render will be encouraged. Other works to external walls which require planning permission include the painting of natural stone, brick or unpainted render finished structures (particularly with modern paints which can be detrimental to the building's fabric). Planning permission is also required to carry out sand blasting of external surfaces, which may lead to porosity and water ingress.

10.1.2 Roofs

The roofscape of the Julianstown Village ACA is significant and is part of its integral special character as it is highly visible from inside and outside the ACA. Original elements should be retained where possible, and repaired and reused rather than replaced. The following works require planning permission:

- The removal of the original roofing material, such as natural slate and ridge tiles. Their replacement with modern materials like fibre-

Implications for Planning and Development

cement tiles will not be deemed suitable by the local authority.

- The removal of existing chimney-stacks and early terra-cotta or clay pots, or other features of the roofscape, such as cast-iron gutters and down-pipes.
- The removal of timber bargeboards and other eaves details and their replacement in a material other than the existing.
- The installation of roof lights or dormer windows on the front or prominent elevation of a structure, visible from the public realm. There is no tradition of dormer windows within the Julianstown Village ACA and their installation will not be deemed appropriate by the local authority.
- The erection of, or alterations to, externally mounted signs and advertisements at roof level, including banners.
- The provision of awnings, canopies, flags and flagpoles.
- The erection of solar panels, TV satellite dishes, communication antennae or support structures for same. These are considered to have a highly negative impact on the character of the area and should be avoided when visible from the public realm. Where existing aerials have become redundant they should be removed.

10.1.3 Window and door openings

The buildings within the ACA of Julianstown Village retain little of their original window and doors, and a large number of windows have been replaced with uPVC frames, or with timber frames with inappropriate glazing bars. Original elements should be retained where possible, and repaired and reused rather than replaced. The following works require planning permission:

- The alteration of original fenestration and external doors, namely the enlargement of original openings.

- The removal of original timber and metal windows, and their replacement with modern, artificial materials such as uPVC and aluminium.
- The removal of stone sills and doorsteps, and their replacement with modern, artificial materials such as uPVC and aluminium.
- The removal of fanlights and original timber doors, and their replacement with modern, artificial materials such as uPVC and aluminium.

10.1.4 Commercial frontage and use

Planning permission is required for the alteration of commercial frontages whether the structure is within an ACA or not. However, alterations within the ACA boundaries will be assessed on the impact of the proposed design on its adjoining and surrounding structures, taking account of scale proportion, material and details. The overall aim in the design of new commercial fronts should be to reinforce the unity and integrity of the whole elevation. The following guidance should be adhered to:

- High quality, durable materials should be used, such as stone, brick, timber, vitrolite tile and glass, rather than artificial contemporary materials.
- Fascia boards should be in proportion to the building front and colours should be complementary to those of the building and adjoining structures.
- The windows to the main façade of the pub front should be of clear glass and not used as a surface for advertisements or other coloured signage.

Implications for Planning and Development



Figs. 60, 61: Detail of lettering on the pub gable and a disused road sign beside the hotel.

- While outdoor advertising is necessary for commercial activity, new signage must not detract from the special character and visual amenity of the ACA. Endeavours should be made by other owners and occupiers of premises to maintain an appropriate traditional style, which complements extant original structures. This practice should continue where possible and hand painted signs will be encouraged. The use of corporate signage will depend on its compatibility with adjoining buildings, but plastic box signs and the use of incompatible colours on shopfronts is strongly discouraged by the Planning Authority.

- Planning permission will be required for external vending machines, ATMS, newspaper receptacles, and storage boxes and bays. All commercial premises should endeavour to limit the clutter of temporary external retail furniture

such as, external heaters, various bins, menu-boards, seating and tables and ensure that these elements do not detract from the special character of the ACA.

- Awnings should be traditional in style and retractable, and made of a heavy duty natural material rather than plastic.
- While security is an issue, the design of security shutters and grilles should complement the structure. For example, an open mesh design is preferable to a solid screen. Heavy boxed metal roller blinds are not acceptable within the ACA boundaries.
- Uses for buildings within the ACA should be of a kind that enhances the special character of the area. Light industrial or similar service industries are unsuited for the ACA as they change the character and appearance of the area with their activity and associated signage. All uses other than domestic require planning permission from Meath County Council.
- Facilities such as bus stops should be carefully considered as to their positioning in the streetscape and associated advertising. Approval from the planning authorities should be sought before installation of such items.



Fig. 62: Bus stop and advertising on the main street.

Implications for Planning and Development

10.1.5 New build

New development within the ACA of Julianstown Village includes extensions, including porch extensions to the front of houses, infill sites and all new build that impacts on the street facing elevations of buildings that are visible from the public realm and that impact on the curtilage of existing protected structures, including those not visible from the public realm. It is important to remember that Julianstown lies in a valley, and thus any development of the slopes around the village or on the valley ridges will be highly visible even if these areas are not included in the ACA. Designation as an ACA puts an obligation on prospective developers to produce a very high standard of design, which should contribute to the visual enhancement of the area while respecting its physical character. The following guidance regarding new development should be adhered to:

- The concept of the direct imitation of earlier styles is not always appropriate, but if this model is to be followed then the elevation treatment of the new development should be well-proportioned and built with respect for its context. Buildings should follow the eaves heights, roof pitches and building lines which predominate in the respective streets, and should employ windows of matching proportions and alignment. Materials should be of good visual quality and durability. Features which are not found amongst the historic buildings of the town should be avoided. These include projecting eaves, fascia and soffit boards, dormer windows and roof windows, standard-issue concrete cills or copings, top-hung casement windows, pressed aluminium gutters or uPVC features of any kind. Roofs should be covered with natural slate, terracotta decorative elements, lead or other roofing which enhances the character of the ACA.
- High quality contemporary architectural design that is complementary to the character of the ACA is acceptable, but the development of any infill sites within the ACA, particularly of part of a street terrace, will require a very sensitive design approach and should positively

contribute to the character of the area. A design impact statement providing justification for the proposal in terms of design concept, scale, materials and proportions should accompany such an application.

- New buildings should take into account existing building lines and plots in order to retain the existing grain and character of the ACA. See also the following section on the amalgamation of sites.
- Extensions should be to the rear of the property and be of an appropriate scale, built with suitable materials and finishes. Due to the geographical location of Julianstown Village rear extensions may often be visible from higher levels, or from the river level below, and their design must follow the same principles for all new development as laid out above. Extensions to the side or front of street-front structures within the ACA will not be encouraged by the local authority, as these could be particularly detrimental to the character of Julianstown Village.

10.1.6 Amalgamation of structures, properties and sites

The amalgamation of structures requires planning permission regardless of whether they are located in an ACA or not, unless it involves reversing the subdivision of what had originally been a single dwelling. Proposals for the amalgamation of properties within the ACA should take into consideration the impact of changing or extending the existing plot sizes on the streetscape. Original entrances should remain in use. The amalgamation of sites within the ACA, especially with an increased density should respect the scale, mass, height and design of not just the adjoining buildings but of the entire streetscape. This will require sensitive planning and design treatment in order to complement the fine grain of the established streetscape. A design impact statement providing justification for the proposal should accompany such applications.

Implications for Planning and Development

10.1.8 Demolition works

Proposals to demolish a structure of architectural merit within the ACA, whether it is a protected structure or not, will require planning permission. Demolition will normally only be permitted where the structure makes no material contribution to the character or appearance of the area. There will be a presumption in favour of retaining structures that make a positive contribution to the character of the area. Where permission is sought for demolition on the grounds of structural defects or failure, a report containing annotated photographs and drawings will be required. The report is to be produced by a suitably qualified and experienced professional specifying the existing condition. As part of the justification for any demolition within the ACA on structural grounds, details will be required of repairs and remedial works usually carried out in similar circumstances, along with details of why they are not deemed suitable in this case.

10.1.9 Boundary Treatments

Removal of original railings, gates, gate piers and boundary walls, whether visible from the public realm or not, require planning permission. Most buildings within the Julianstown Village ACA have street frontages, but other buildings have front gardens or are set on different levels to the road with the use of retaining walls, which add to the special character of the village. Where these still exist they should be retained. In the instance where a section of a boundary wall has been removed in order to provide a new entrance to a property or site, the broken edges of the original wall piece should be finished appropriately and not left in a ruinous state. Some remains of bollards are to be found on both sides of the main road, these should be retained and repaired when possible.

10.1.10 External Lighting

Proposals for the illumination during night-time hours of certain buildings and landmark features within Julianstown Village ACA should be agreed beforehand with Meath County Council. The

method of lighting; i.e. type of fitting, fixing method and type of light, would need to be specified by the applicant in seeking permission, and should be designed so that it does not result in light pollution or negatively impact on other structures in the ACA.

Presently the road lighting is suited to the character of the road for fast travel and bears little relationship to the village. This is especially true of the spacing of the lamp stands, since they do not correlate to features such as the bridge or the arches. Moreover, the lamps are large in scale and intrusive in the vista up and down the valley sides, and they provide a light that is servant only to motorists and not in keeping with the character of the ACA.



Fig. 63: Large-scale road lighting in the village street, positioned in an arbitrary manner on the bridge.

10.1.11 Preservation of views

The significant views outlined in this document are namely those looking up and down the route across the valley in a north-south direction through the village, and in the other direction and in an east-west direction along valley and river. It is important to consider the setting of Julianstown as this is an important part of its special character.

Implications for Planning and Development

10.1.12 Preservation of views and landscape setting

The views of the buildings and structures in the ACA are read relative to the landscape. The bridge provides the best vantage point in appreciating the vistas in all directions.

The buildings are read against the backdrop of fields and trees and, although outside the ACA, constitute an important part of its special character.

The landscape is given consideration in the Meath Development Plan and it should be considered to be an important external component of the ACA. In the Meath County Development Plan 2007-2013, Volume I; Objectives for the county at large, Chapter 8, subsection 8.4; Landscape Character Assessment, a number of criteria are given for safeguarding landscapes of importance. Section 8.4.1 (Statutory Context & Purpose) quotes the Local Government (Planning and Development) Act, 2000, and states that every Planning Authority in making a development must include for the:

“Preservation of the character of the landscape where, and to the extent that, in the opinion of the Planning Authority, the proper planning and substantial development of the area requires it, including the preservation of views and the amenities of places and features of natural beauty or interest.”

Landscape Character Assessments (LCAs), will assist the public, applicants, Elected Members, planners and managers when considering individual applications.

Policies and their objectives are listed as:

- HER POL 85: To ensure that development, particularly in sensitive landscapes, adheres to tailored design guidelines. Sensitive landscapes include demesne villages and LCAs identified as being sensitive.
- HER POL 86: To provide adequate protection of views and vistas that contributes to the appreciation of landscape character.
- HER POL 87: To maintain scenic vistas and

panoramic views from key vantage points and towards key landmarks and features within the landscape.

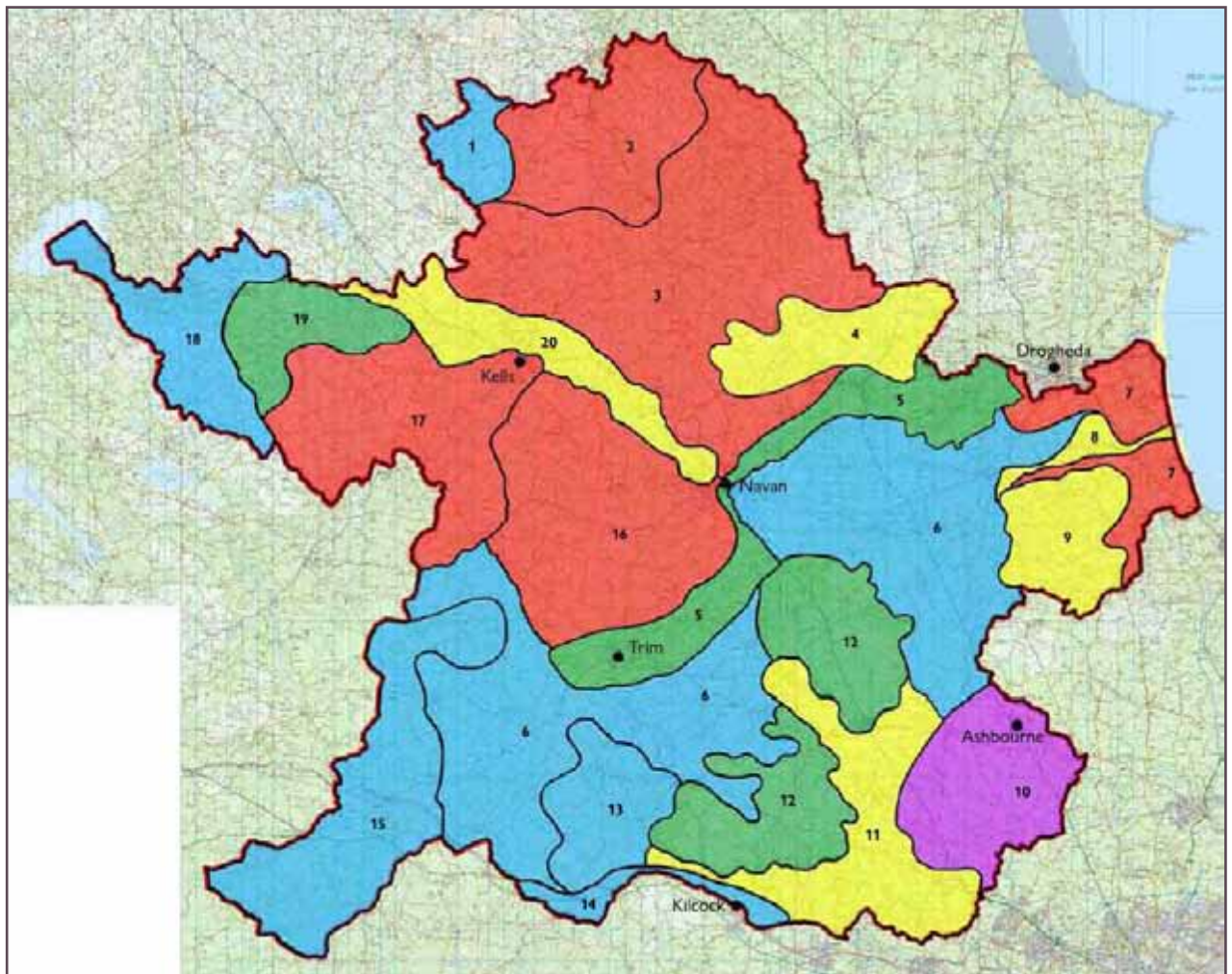
- HER POL 88: To maintain the visual integrity of sensitive and exceptional value areas.
- HER POL 89: To encourage the continued sustainable development of rural communities without comprising the physical, environmental, natural and heritage resources of the country.
- HER POL 90: To protect and enhance the visual qualities of rural areas through the sensitive design of necessary development.
- HER POL 113: In determining an application, the Planning Authority shall have regard to the value of a landscape, its importance and sensitivity, such as to ensure the preservation of the uniqueness of a landscape character area, as it pertains to the proper planning and sustainable development.
- HER POL 114: To protect from inappropriate development the views identified on the Landscape Character Map 05: Visual Amenity, and the views and prospects as indicated on Map 8.6.

Under Landscape Character Areas, characteristics and sensitivities are listed for different landscapes. In the section on Landscape Character Areas 8 and 20 (River Corridors and Estuaries, comprising Nanny Valley and Blackwater Valley) the following is stated in relation to the River Nanny:

“The rivers Nanny and Delvin have largely underdeveloped corridors and as such have high ecological value (with associated wetlands, sand bars, mudflats and coastal areas).







These areas are considered of very high value and are regionally important. They are highly sensitive to development. The Nanny Valley in particular would have a low capacity to absorb all types of development.”

Implications for Planning and Development



KEY

- 1. Teervurcher Uplands
- 2. North Meath Lakelands
- 3. North Navan Lowlands
- 4. Rathkenny Hills
- 5. Boyne Valley
- 6. Central Lowlands
- 7. Coastal Plains
- 8. Nanny Valley
- 9. Bellewstown Hills
- 10. The Ward Lowlands
- 11. South East Lowlands
- 12. Tara Skryne Hills
- 13. Rathmoylan Lowlands
- 14. Royal Canal
- 15. South West Lowlands
- 16. West Navan Lowlands
- 17. South West Kells Lowlands
- 18. Lough Sheelin Uplands
- 19. Loughcrew & Slieve na Calliagh Hills
- 20. Blackwater Valley

-  Landscape Character Area Boundary
-  Exceptional Value
-  Very High Value
-  High Value
-  Moderate Value
-  Low Value

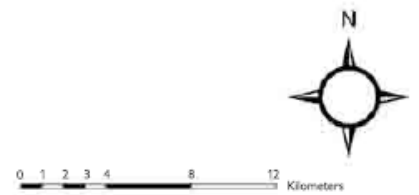


Fig. 64: LCA Map 02, Landscape Character Areas, the Nanny Valley is marked as number 8.

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In addition to consideration of the valley space, careful consideration should be taken in approving developments for buildings, or making changes to tree bodies on the tops of the valleys, as these are seen as skylines from below. Much visual intrusion has occurred by introducing housing on and near these contours. These can draw attention to themselves and disrupt the visual appreciation of the setting of the ACA from within and without.

10.2 Works not requiring planning permission

10.2.1 Internal Alterations

The ACA designation does not prevent internal changes or re-arrangements to structures which are not listed as protected structures within the ACA, provided that these changes do not impact on the exterior of the structure. However, all internal changes must comply with current building regulations.

10.2.2 Works to the public realm

Generally, works to the public realm will be carried out by Meath County Council or major utility and service providers, and may be exempt from planning permission. However, prior to commencement of the works, consultation with the Conservation Office of Meath County Council will be required, to ensure that these works enhance and improve the special character of the ACA and do not negatively impact on it. The following areas will require careful consideration:

- Traffic management in the ACA: The main street now carries over twenty thousand vehicles a day, many of these are large trucks. The frequency and speed of the traffic have a detrimental effect on the character of the ACA. The quality of the public space in the village is poor and use of the bridge for pedestrians and cyclists is dangerous. The noise and vibrations from the traffic makes living directly beside the road difficult for residents and is damaging to the protected structures.

Predictions for the growth in the region, especially for Drogheda, will mean a large increase in traffic. The road to Duleek is presently being upgraded and it will soon bring even more traffic into the ACA. This will make access and turning for vehicles difficult without control by traffic lights. Any lights and controls may slow traffic, but this will mean that vehicles will stand in the street space waiting for lights to change. The introduction of lights and traffic signs into the streetscape will also have a negative visual impact on the ACA.

Measures should be taken to restrict speed through the village and heavy goods vehicles should not be allowed passage. The M1 provides a more suitable road for this kind of traffic. However, much of the traffic travelling through Julianstown is probably circumventing the tolls imposed to use the motorway. Models such as Enfield, which will ban heavy vehicles when bye-laws are introduced in December, should be studied and considered as solutions. In addition a reduction in speed on approaching the ACA should also be considered.

Changes to parking within the ACA: this should take into account its ACA designation and seek to preserve and enhance the character of the area in the design and provision of parking meter machines, signage, ramps, renewed surface treatment and pavement layout. Suitable design of public signage, in particular tourist information, will be encouraged. The pub car park can offer parking in non-use hours for residents.

- Works to public footpaths, including the preservation of historical street surfaces such as original kerbing and fencing. New pavements should not be of poured concrete or tarmac with reconstituted stone kerbing, but should reflect the natural materials of the village. When cobble-lock style paving is used it should be of an appropriate scale and detail to complement the character of the village.
- New street furniture, when provided, will be of high quality reflecting the character of the ACA. Consideration should be given to types of items such as bus stops and advertising. The approval

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of Meath County should be sought when these items are to be installed.

- The installation and location of utility boxes, such as large ESB metre boxes, should be given careful consideration with regard to their position within the ACA and the impact of its colour and massing on the adjoining boundary treatment and surrounding buildings.
- New street-lighting should be in a traditional style, which enhances the village. The lighting should in no way mar or distort the well-defined and elegant roof-scape of Julianstown Village or obstruct the significant views within the ACA.
- The removal of redundant distribution poles, wires and services which hang across the streets, or deface commercial frontages and residential terraces, should be promoted. Equally, initiatives to place overhead service underground will be supported and facilitated where possible. Considerable numbers of television aerials and telephone masts stand in the skyline of the ACA. These should be removed and no others introduced.

10.2.3 Maintenance & repairs to non-protected structures only

Planning permission is not required for regular maintenance works and genuine repairs within this ACA (such as roof, rainwater goods or window repairs) as long as original materials are retained where they exist. Where replacement is necessary it should be on a like-for-like basis.

Note on ACA boundaries

The area covered by the ACA includes most of the structures of importance to the special character of Julianstown. However, the character described is clearly dependant on its setting in the valley landscape and on its relationship to the river.

It is recommended that the ACA should be extended to include more of the northern, southern and western approach ways, since the experience of the character of ACA is important

from distances further than those marked on the present map. Consideration should also be given of the ACA and its close relationship to the Nanny River corridor, the landscape character of which is rated as 'very high' in the LCA. The character of the ACA is in large part due to its landscape setting, and the protection of this setting is vital to the conservation of the special quality of ACA.

Please note that some of the works listed in Section 10.0 and all its subsections above require planning permission irrespective of whether the area is protected or not. They are included to highlight the need for careful consideration of the design of the proposed works. This is to ensure that they do not impact negatively on the special character of the area. The list is not in itself a comprehensive list of all works, or of all circumstances that require planning permission, but identifies those works that would impact on the character of the ACA. Development works would still have to adhere to the general provisions contained in the Planning and Development Acts 2000-2006 and in the Planning Regulations. The area planner and conservation officer of Meath County Council can be consulted if there is any doubt as to whether planning permission is required or not.

An Chomhairle Oidhreachta
The Heritage Council



comhairle chontae na mí
meath county council