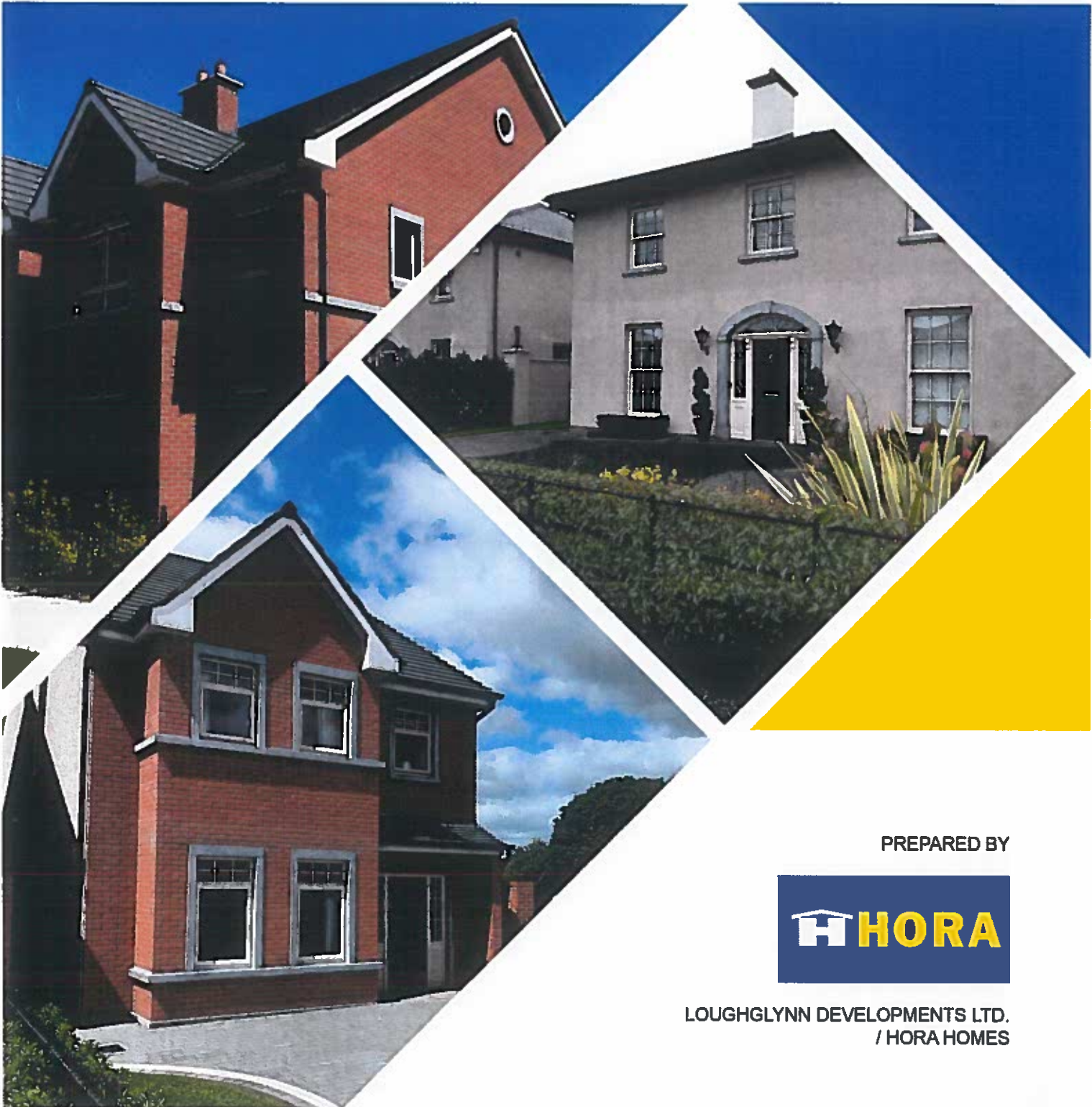


# SUBMISSION

IN RESPECT OF DRAFT VARIATION (NO.1) TO  
TRIM DRAFT DEVELOPMENT PLAN 2014-2020.

RECEIVED  
PLANNING DEPT  
19 JUL 2019  
Counter  
Reference No



PREPARED BY



LOUGHGLYNN DEVELOPMENTS LTD.  
/ HORA HOMES

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# INTRODUCTION

We Loughglynn Developments Limited t/a Hora Homes, Rathvale, Athboy, Co.Meath wish to make a submission regarding Draft Variation No.1 of the Trim Development Plan 2014 – 2020.

Loughglynn Developments own a number of large landholdings in the proximity of the lands which are subject to the proposed variation. These lands are situated in the townland of Blackfriary and were zoned for residential development between 2002 and 2013. The lands were de-zoned as part of the core strategy review despite being closer to all local services than the lands which are included in Draft Variation No.1. A Framework Plan was prepared by the six landowners and an infrastructural planning permission was obtained for a distributor road linking the Athboy Road and Navan Road (Planning Reference TA/801714, See Appendix 1). This infrastructure application also included bringing a new upgraded waste-water line along the Newtown Road to the town's sewage treatment plant on the opposite side of the river Boyne. This involved the building of a pumping station at Newtown. We contend that the proposed variation to the Development plan should;

1. ***Take account of a possible future link from the proposed road through to the Athboy Road and;***
2. ***Provision should be made to provide services for the future development of the Blackfriary lands within the proposed new RT1 route set out in the draft variation.***

Our justifications are set out as follows;

## **Traffic Issues**

Local support for the building of a bridge and road linking the Dublin and Navan Roads is driven by a desire to alleviate traffic congestion close to the Boyne Community School. There does not appear to be any analysis of the impact that removing traffic from this location will have on the Athboy/Navan Road junction at peak times within the draft Variation documents. It seems inevitable that there will be a significant increase in traffic at this junction. For this reason, we propose that the previous Road Objective RT2 (Athboy to Navan Road link) under the Trim Development Plan 2008 – 2014 be re-instated (See appendix 3). Two of the county's most established house builders, Hora Homes and Shannon Homes, control 90% of the route of RT2 and therefore can deliver such a route if it were re-instated.

## **Alignment of Proposed Road – RT1**

We also suggest that the proposed alignment of the road as set out in the draft variation be re-considered. The route as outlined is not viable without a residential zoning of 40 – 50 acres and therefore is unlikely to be developed in the lifetime of the next development plan.

The current route fails to take account of a simple, cost effective future connection to the old RT2 route. The opportunity to create one, continuous route from the Dublin Road through to the Athboy Road will be lost. The only direct route to join these roads based on the draft alignment would be to run the road through the existing Motor Park and across the old Navan/Trim Road. The current alignment will also have to cross an existing local road which will add significant cost and local disturbance. We have highlighted these issues and an alternative, more economic alignment on Appendix 2 of this submission. The route highlighted would justify the development of the section from the Navan Road to the edge of the proposed bridge within the lifetime of the plan. The development of the bridge, connecting to the Knightsbrook roundabout on the Dublin Road would presumably be a matter for the Local Authority given it owns the land over which it would cross.

It should be noted that the largest employment zone in Trim is located at Oaktree Business Park and Eamon Duggan Business Park on the Athboy side of the town.

## **Services**

The proposed re-alignment of the road set out in Appendix 2 also gives an opportunity for Meath County Council to make provision to service the Blackfriary lands which, given their planning history are likely to be developed for residential or commercial uses at some point in the future.

The town's sewage treatment works are located close to the Knightsbrook Roundabout which will form the start of the proposed RT1 route. Given the RT1 route will cross the Boyne, it allows a very cost-effective way to service any lands north of the Boyne without the need for costly pumping stations and the crossing of existing local roads. We feel that this is simply good long-term planning for the future growth of Trim whose population is growing by over 2,000 people every five years. By planning the services in advance, large blocks of serviced land such as Blackfriary can be activated quickly and efficiently if required. When we were developing Knightsbrook with Cusack Homes in 2004, Meath County Council's engineers had the foresight to advise that a larger, deeper sewer be constructed to facilitate the development of 50 acres at Effernock. This was good, long term planning which has facilitated the development of these lands to commence this year. The alternative routes would have been excessively expensive to justify development in the current market.

## **Town Planning Concerns**

The draft variation proposes a residential zoning for approximately 100 executive style houses located beside a large block of E1/E2 employment land. It is not clear if it is intended that these 100 houses would access off the Newtown Road close to the OPW and Alfco buildings or through the proposed employment lands and then on to the proposed new RT1 road. In our opinion both options are flawed.

### ***Newtown Option***

The Newtown Road is a small, rural road without public footpaths or lighting. This option would require major upgrades to pedestrian and vehicular infrastructure to facilitate development adding further cost to an already marginal project.

### ***RT1 Option***

This option would involve "executive" style houses accessing through a large-scale Business Park. The mixture of uses and potential for significant HGV movements are at odds with modern, pedestrian focused residential developments.

We contend that the re-alignment of the proposed RT1 route as set out in Appendix 2 will allow residential development to the west of this route to access off the new road without having to come through a Business Park environment. The employment uses would access to the east. This option would allow a more orderly form of development of such a key site which is visible on approach to a Heritage Town.

## **Conclusion**

Whilst we generally support Draft Variation No.1 we strongly urge that the Local Authority consider the long-term planning benefits that can be achieved by re-aligning the proposed RT1 route as proposed in Appendix 2.

# **APPENDIX 1**

**GRANT OF PLANNING RT 2 ROAD  
ATHBOY ROAD TO NAVAN ROAD**

Meath County Council  
Planning Department  
Abbey Mall  
Abbey Road  
Navan  
Co. Meath  
Phone: 046 909 7000 Fax: 046 909 7001

**Planning & Development Act 2000 - 2008**  
**NOTIFICATION OF FINAL GRANT**

TO: Blackfriary Services Co Ltd,  
C/o DBFL Consulting Engineers,  
Herbert House,  
Harmony Row,  
Dublin 2

Planning Register Number: ta/801714  
Application Receipt Date: 03/06/2008  
Further Information Received Date: 17/12/2008

In pursuance of the powers conferred upon them by the above-mentioned Act, Meath County Council have by Order dated 21/01/2009 GRANTED PERMISSION to the above named for the development of land in accordance with the documents submitted namely:- the construction of a road of total overall linear length of approximately 1.54km and width of 17.8m, containing 2 traffic lanes with grass margins, footpaths, cycle tracks and junctions including roundabouts. The road connects Athboy Road (R154) with Navan Road (R161). The line of the road is broadly east of Athboy Road and west of Navan Road, Trim Co Meath, in the townlands of Blackfriary & Peterstown. The development provides for foul and surface water drainage and watermain to accommodate future development of the adjacent lands and includes replacing of Newtown Foul pumping station with a new foul pumping station, storage facility and control building on an extension to the existing pumping station site on Newtown Road, Trim in the townland of Newtown. The development also provides for site development works associated with the road including surface water drainage, watermains, utilities, street lighting, road signage and markings. A traffic impact statement accompanies this application. A Framework plan extending to an area of 70.8 hectares also accompanies the planning application. The Framework plan, though not forming part of the planning application provides guidance on matters such as land use distribution, urban design, and provision of social, recreational, and community provision in accordance with the requirements of the Planning Authority. The proposed road is in accordance with the contents of the Framework plan. Further information/revised plans submitted for this application at Blackfriary & Peterstown Trim Co Meath subject to the 17 conditions set out in the Schedule attached.

Signed on behalf of MEATH COUNTY COUNCIL.

  
Area Administrator

DATE: 25/02/2009

**NOTE: (Outline Permission Applications Only)**

OUTLINE PERMISSION is subject to the subsequent Application for Permission consequent on the grant of Outline Permission of the Planning Authority. Until such has been obtained to detailed plans of the development proposed, the development is **NOT AUTHORISED**.

**NOTE:**

The permission herein granted shall, on the expiration of 5 years beginning on the date of the granting of permission, cease to have effect as regards: -

### Schedule of Conditions

1. The development shall be in accordance with plans and particulars submitted on '03/06/08' and as amended by way of further information received on '17/12/08' except where conditions hereunder specify otherwise.  
**Reason:** In the interest of proper planning and development.
2. No further development shall take place until such time that a Framework Plan has been formally adopted by the elected members of Meath County Council for this area in accordance with FPI of the Trim Development Plan 2008 -2014.  
**Reason:** In the interests of proper planning and Sustainable development of the area.
3. The proposed watermains shall be installed in accordance with 'Meath County Council Guidelines for the laying of Distribution Watermains July 2007'  
**Reason:** In the interests of proper planning and sustainable development.
4. The applicant shall install water meters and data loggers with telemetry capabilities on the proposed watermains. The number, type and locations for the water metres and data loggers, to be agreed with Meath County Council Water Conservation Office prior to commencement of development.  
**Reason:** In the interests of proper planning and sustainable development.
5. Application for connections to the public watermains and the installation of the proposed 200mm diameter watermain on the Athboy Road shall be made to the Trim Area Engineer.  
**Reason:** In the interests of proper planning and sustainable development.
6. Prior to commencement of development the applicant shall carry out detailed site investigations including slit trenches/trial holes to determine the exact locations of all existing water services/infrastructure/utilities along the route of the proposed foul sewer.  
**Reason:** In the interests of proper planning and sustainable development.
7. The detailed design of the proposed foul sewer pipelines, pumping station and emergency storage tank shall be agreed with Meath County Council Water Services Infrastructure Department prior to commencement of development.  
**Reason:** In the interests of proper planning and sustainable development.
8. The proposed emergency storage capacity of 345m<sup>3</sup> equates to 6 hours storage at 1 DWF. In line with good practice, the applicant shall provide emergency storage capacity for 12 hours storage at 1 DWF.  
**Reason:** In the interests of proper planning and sustainable development.
9. As the proposed trunk foul sewer and pumping station works are key pieces of infrastructure for Trim the quality control of these during construction is of critical importance to Meath County Council. Hence the applicant shall finance the appointment by Meath County Council of Resident Engineering staff for the construction of these works.

**Reason:** In the interests of proper planning and sustainable development.

10. The development shall comply with the Greater Dublin Strategic Drainage Study (GSDSDS) Technical Documents, Volume 2, New Development Policy.

**Reason:** In the interests of proper planning and sustainable development.

11. The surface water runoff from the proposed development shall not exceed the equivalent predevelopment 'geenfield' runoff rate.

**Reason:** In the interests of proper planning and sustainable development.

12. Application to discharge surface water to the local stream and for the culverting of the local stream shall be made to the Trim Area Engineer.

**Reason:** In the interests of proper planning and sustainable development.

13. Road widening as proposed in drawing no. 062187-2041A shall be completed by the applicant.

**Reason:** In the interests of proper planning and sustainable development.

14. Junction Improvement works as proposed in drawing no. 062187-2060A shall be completed by the applicant.

**Reason:** In the interests of proper planning and sustainable development.

15. The existing area of roadway on the Athboy road affected by the works shall be overlaid with a thin layer of surfacing.

**Reason:** In the interests of proper planning and sustainable development.

16. Traffic lights shall be installed by the applicant.

**Reason:** In the interests of proper planning and sustainable development.

17. Details of brick paving chevrons to roundabouts and locations of tactile pedestrian crossings shall be agreed with Meath County Councils Roads department prior to construction.



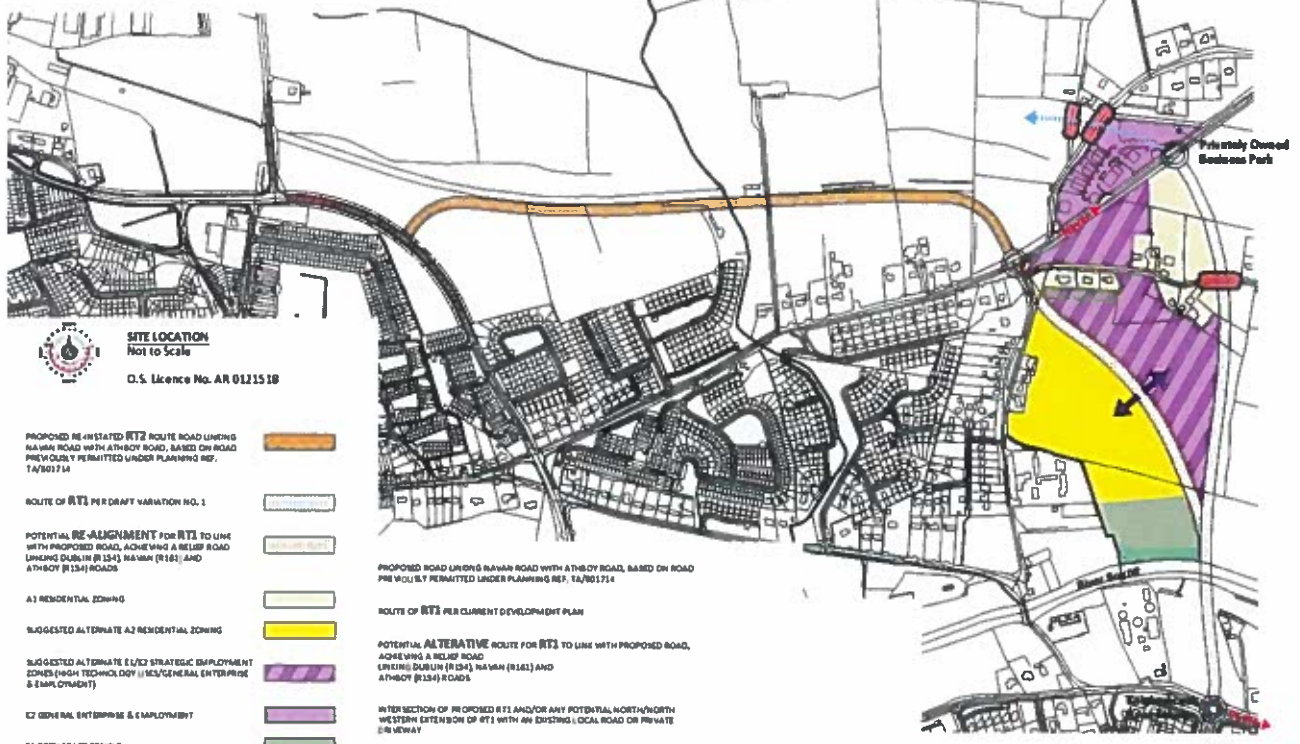
**Previously granted permission for road linking Athboy and Navan Roads**



## **APPENDIX 2**

### **PROPOSED RE-ALIGNMENT OF RT 1 ROUTE**

# Suggested amendment to Draft Variation



**SITE LOCATION**  
Not to Scale  
D.S. Licence No. AR 0121518

PROPOSED RE-INSTATED RT2 ROUTE ROAD LINKING RAHAM ROAD WITH ATHOY ROAD, BASED ON ROAD PREVIOUSLY PERMITTED UNDER PLANNING REF. TA/901714



ROUTE OF RT2 PER DRAFT VARIATION NO. 1



POTENTIAL RE-ALIGNMENT FOR RT1 TO LINK WITH PROPOSED ROAD, ACHIEVING A RELAY ROAD LINKING DUBLIN (R134) RAHAM (R181) AND ATHOY (R134) ROADS



A1 RESIDENTIAL ZONING



SUGGESTED ALTERNATE A2 RESIDENTIAL ZONING



SUGGESTED ALTERNATE E1/E2 STRATEGIC EMPLOYMENT ZONES (HIGH TECHNOLOGY (E1)/GENERAL ENTERPRISE & EMPLOYMENT)



E2 GENERAL ENTERPRISE & EMPLOYMENT



F3 OPEN SPACE ZONING



H3 HIGH AMENITY ZONING



INTERSECTION OF PROPOSED RT1 AND/OR ANY POTENTIAL NORTH/NORTH WESTERN EXTENSION OF RT1 WITH AN EXISTING LOCAL ROAD OR PRIVATE DRIVE/WAY



PROPOSED ROAD LINKING RAHAM ROAD WITH ATHOY ROAD, BASED ON ROAD PREVIOUSLY PERMITTED UNDER PLANNING REF. TA/901714

ROUTE OF RT2 PER CURRENT DEVELOPMENT PLAN

POTENTIAL ALTERNATIVE ROUTE FOR RT1 TO LINK WITH PROPOSED ROAD, ACHIEVING A RELAY ROAD LINKING DUBLIN (R134) RAHAM (R181) AND ATHOY (R134) ROADS

INTERSECTION OF PROPOSED RT1 AND/OR ANY POTENTIAL NORTH/NORTH WESTERN EXTENSION OF RT1 WITH AN EXISTING LOCAL ROAD OR PRIVATE DRIVE/WAY

POTENTIAL ROUTE / EXTENSION OF PROPOSED RT1 IN A NORTH/NORTH WESTERN DIRECTION IF IT WERE TO LINK TO ATHOY ROAD IN THE FUTURE

Privately Owned Business Park

PROJECT NO: 10025-PT-101 DATE: 10/01/2011 SCALE: 1:1000 DRAWN BY: [Name] CHECKED BY: [Name]	CLIENT: [Name] ADDRESS: [Address] CONTACT: [Phone] EMAIL: [Email]

## **APPENDIX 3**

**TRIM DEVELOPMENT PLAN 2004 - 2018**

