



# PLANNING REPORT

**Including: Statement of Consistency & Response to LRD Opinion**

For a Large-Scale Residential Development at Kildalkey Road, Trim,  
County Meath.

Prepared by MCG Planning  
on behalf of Loughglynn Developments Limited  
June 2026

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## Chapter 1 Introduction

McGill Planning Limited, 9 Pembroke Street Upper, Dublin 2 is instructed by the Loughglynn Developments Limited, The Rere Rathvale, Co. Meath, Athboy, Meath to submit this Large-Scale Residential Development LRD application under Section 32D of the Planning and Development (Amendment)(Large-scale Residential Development) Act, 2021. The details of the application are set out below.

Loughglynn Developments Limited has employed a Design Team for this site to deliver the highest quality development in a timely manner and in line with the Development Plan of Kildare County Council.

The proposal is for a Large-Scale Residential Development (LRD) delivering 183 no. residential units comprising 127 no. houses ranging in heights from 2 to 2½ storeys and 56 no. apartments (2 no. blocks) ranging in heights up to 4 storeys. The unit mix will comprise 56 no. apartments consisting of (16 no. 1-bed and 40 no. 2-bed), and 127 no. houses consisting of (56 no. 4-bed and 71 no. 3-bed), along with a crèche facility.

The development will also provide new vehicular and pedestrian accesses from Kildalkey Road and associated infrastructure and site works including landscaping, public and communal open space, internal streets and footpaths, car and bicycle parking, bin stores, private open space, boundary treatments, plant and waste management areas, utility infrastructure and a foul sewer connection to the existing network adjoining the OPW offices on Jonathan Swift Street, to be delivered beneath the River Boyne and Trim Pitch & Putt.



*Figure 1: Approximate Site Location. Please note the red line is shown for indicative purposes only. Please refer to the architect's drawings for an accurate red line boundary*

Loughglynn Developments Limited, has employed a Design Team for this site to deliver the highest quality development in a timely manner and in line with the Development Plan of Meath County Council.

Please note, that while every effort has been made to ensure consistency throughout the application, inconsistencies may arise due to human error. As such the drawings and documentation created by O'Daly Architects are the principal documents for the design and layout of the development.

Company Name	Documents Prepared
McGill Planning Ltd	Application Form (Form 19)
	Planning Report
	Social & Community Audit
	EIAR Screening Report
	Part V Pack
O'Daly Architects	Architectural Drawing Pack
	Architect's Design Report
	Schedule of Accommodation
	Housing Quality Assessment
	Building Life Cycle Report
Jane McCorkell Landscape Architecture	Landscape Masterplan
	Landscape Design Rationale
Waterman Moylan Consulting Engineers	Civil Drawing Pack
	Civils Engineering Services Planning Report
	Construction Management Plan
	Traffic Drawing Pack
	Traffic Impact Assessment
Hora Property Consultants	Mobility Management Plan
JBA Consulting Engineers	Site-Specific Flood Risk Assessment (SSFRA)
Altemar	AA Screening Report
	NIS Natura Impact Statement
	Ecological Impact Assessment (EclA) Report
	Bat Survey Report
	Biodiversity Action Plan (BAP)
	Hedgerow Appraisal System
	Construction & Environmental Management Plan
Dr Robert Meehan	Hydrogeological Assessment (land, soils, geology, hydrology & hydrogeology)
Denyer Ecology	Petrifying Springs Survey & Assessment
Charles McCorkell Arboricultural Consultancy	Arboricultural Report
	Arboricultural Drawing Pack
	Tree and Hedge Works Plan
	Tree and Hedge Protection Plan
Archer Archaeology	Archaeological Assessment
Dunnes Drilling	Directional Drilling Method Statement
ORS Consulting Engineers	Climate Action Energy Sustainability Statement
	Public Lighting Report
	Public Lighting Plan
	Reality Contours Plan
	Public Lighting Calculations
	Public Lighting & EV Pack Register

	EV Charging Plan
Digital Dimensions	Visual Impact Photomontages
	Daylight Sunlight Report
Traynor Environmental	Operational Waste Management Plan
	Acoustic Noise Design Statement
	Construction Stage Waste Management Plan

## Development statistics

Development Statistics	
<b>Site Area</b>	Gross Site Area- 6.087ha Net Site Area – 5.648ha
<b>Floor Area</b>	20, 980.13m <sup>2</sup> (GFA)
<b>Density</b>	32.4dph
<b>Plot Ratio</b>	0.35
<b>Total no. of units</b>	183
<b>Height</b>	1-4 Storeys
<b>Open Space</b>	
<b>Public Open Space</b>	c. 8,842 sqm (15.66% of Net Site Area)
<b>Communal Open Space</b>	c. 590 sqm
<b>Public facilities</b>	
<b>Creche Facility</b>	c.394sqm Approx 60 no. child places
<b>Creche Play Area</b>	c.193sqm
<b>Residential Development</b>	
<b>Dwelling Mix</b>	127 no. residential houses as follows: - 99 no. 3 bed units - 28 no. 4 bed units
<b>Apartment Mix</b>	56 no. residential apartments as follows: - 16 no. 1 bed units - 40 no. 2 bed units
<b>Dual or more Aspects</b>	57% (Apartment units)
<b>Part V</b>	
<b>Part V Units:</b>	Houses 8no. - 3 Beds - 8No. Apartments (Block A) 32no. - 1 Beds = 16 No. - 2 Beds = 16 No. Total = 40 no. Units (22%)
<b>Parking</b>	
<b>Carparking</b>	348 total no spaces. - 254 no. Residential Housing Spaces - 71 no. Apartment Spaces - 23 no. Crèche Spaces
<b>Cycle parking</b>	147 total no spaces. - 96 no. Resident Spaces for Apartments - 28 no. Visitor Spaces for Apartments - 23 no. Crèche Spaces
<b>Access</b>	
<b>Vehicular Access</b>	New Access points from Kildalkey Road

## Site Description and Context

The subject site, measuring approximately 6.087 hectares gross (5.648 hectares net within the proposed red line boundary), is located in the townland of Crowpark (1st Division), Trim, Co. Meath, approximately 635m northwest of Trim town centre. It is bounded to the north by Kildalkey Road, to the east by the “Elder Grove” residential development, to the west by agricultural lands, and to the south by the River Boyne. The site occupies a transitional area between urban and rural character at the western fringe of Trim, with ground levels generally sloping from north to south, ranging from 65.4 m OD at Kildalkey Road to 53.0–55.4 m OD at the riverbank.



*Figure 2: Approximate Site Location. Please note the red line is shown for indicative purposes only. Please refer to the architect's drawings for an accurate red line boundary*

The site is primarily agricultural land with a mix of open fields and perimeter hedgerows. Existing access is provided via an entrance off Kildalkey Road, which will serve as the main access for the proposed development. The site's topography, boundaries, and proximity to the River Boyne inform the proposed layout, ensuring that residential development is appropriately set back from sensitive areas while integrating with the surrounding urban and rural context.

Trim is a historic town in County Meath, situated on the banks of the River Boyne. The town is located on the regional road R154, providing direct connections to the M3 motorway at Junction 5, which in turn links to the M50, Dublin's orbital motorway. Trim is approximately 46 minutes from Dublin city centre and 43 minutes from Dublin Airport, offering convenient access to national and international transport networks. The town has a rich heritage, including Trim Castle, and provides a mix of residential, commercial, and community facilities, making it an established and well-served location for new residential development.

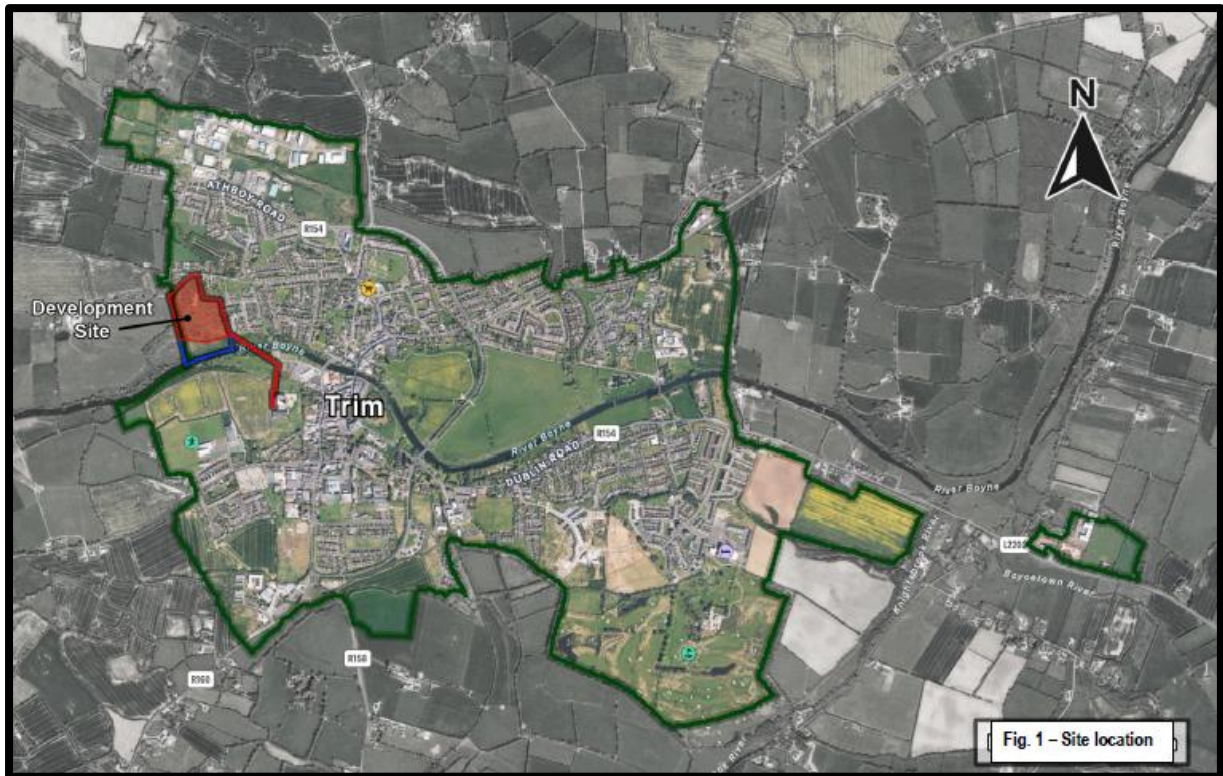


Figure 3: Site context. Source: O'Daly Architects

## Transportation

### Road Network

Vehicular access to the proposed development will be provided from the southern side of the Kildalkey Road via a new priority T-junction connecting to the internal site road network.

The site is well located adjacent to an established road network comprising local and regional roads, providing convenient access to Trim Town and the wider region.

Kildalkey Road is a local road linking the site to Kildalkey Village to the west and the R154 (Athboy Road) to the east. The road is single carriageway in nature and is served by footpaths as it approaches Trim. A cycle track is also provided at the junction with Butterstream Manor.

R154 (Athboy Road) is a regional route connecting Trim with the wider road network, including the M3 Motorway via Junction 5. It provides access to Dublin, Navan, Kells, Cavan and other regional centres. The route is predominantly single carriageway and forms part of Trim's Inner Relief Road network.

R161 is a regional road linking Navan and Kinnegad via Trim. It connects with a number of regional routes, including the R147, R154 and R148, providing access throughout the region.

R160 connects Trim with Longwood, where it joins the R148, providing onward access towards Maynooth and surrounding areas.

R158 links Trim with Kilcock and connects to the R148 and R156, facilitating access to towns and villages throughout Counties Meath and Kildare.

Overall, the site benefits from excellent connectivity to the local, regional and national road network, including direct access to the M3 Motorway corridor.



Figure 4: Surrounding Road Networks. Source Waterman Moylan

#### Public Transport

The closest bus stop near the area is Stop ID 11712, c. 1.2km away to the north east of the site. Bus route 111 operates between Cavan and Wilton Terrace (Dublin) via Granard and Trim with frequent services throughout the week. On weekdays, buses run every 60 minutes from 6:00 to 22:00 from Cavan, with extra services at 7:05 and 7:25, and every 60 minutes from Dublin between 8:20 and 00:10, with additional evening departures. On Saturdays, the service runs hourly in both directions from early morning until midnight.

Form of Transport	Destination	Distance from the Proposed Development	Peak Frequency
Bus routes	109B Dublin to Trim via Dunshaughlin	15 min walk	Every 2 hours (approx. 07:15–19:15 from Dublin; 06:00–18:00 from Trim), 7 days a week
	109D – DCU to Trim	15 min walk	Once daily each direction (weekdays only: 07:15 from Trim, 17:15 from DCU)
	111 Dublin to Athboy via Trim	12 min walk	Every hour (approx. 07:15–23:15 from Dublin), 7 days a week
	190 Trim to Drogheda via Navan and Slane	15 min walk	Every hour (approx. 05:30–23:30 from Drogheda), 7 days a week

	TFI Local Link 189 Navan to Enfield via Trim	15 min walk	Approx. every 2 hours (07:30–21:00 from Navan; 06:20–21:00 from Trim), 7 days a week
Train	Nearest rail connection: Enfield Train Station (Dublin–Sligo line, Longford–Dublin line), accessible via Local Link Route 189	15 min walk	Approx. every 1–2 hours (approx. 06:55–20:21 from Dublin), 7 days a week

Table 1: Bus and Train Route Destinations and Frequency

The next closest bus stop is located in Castle Street. Bus Stop 103151, c. 1.2km south east of the site and serviced by Bus Eireann, route 190 every 60 minutes. Walking times in the table above are approximate and are expected to shorten with the proposed walkway on the site connecting to Trim town.

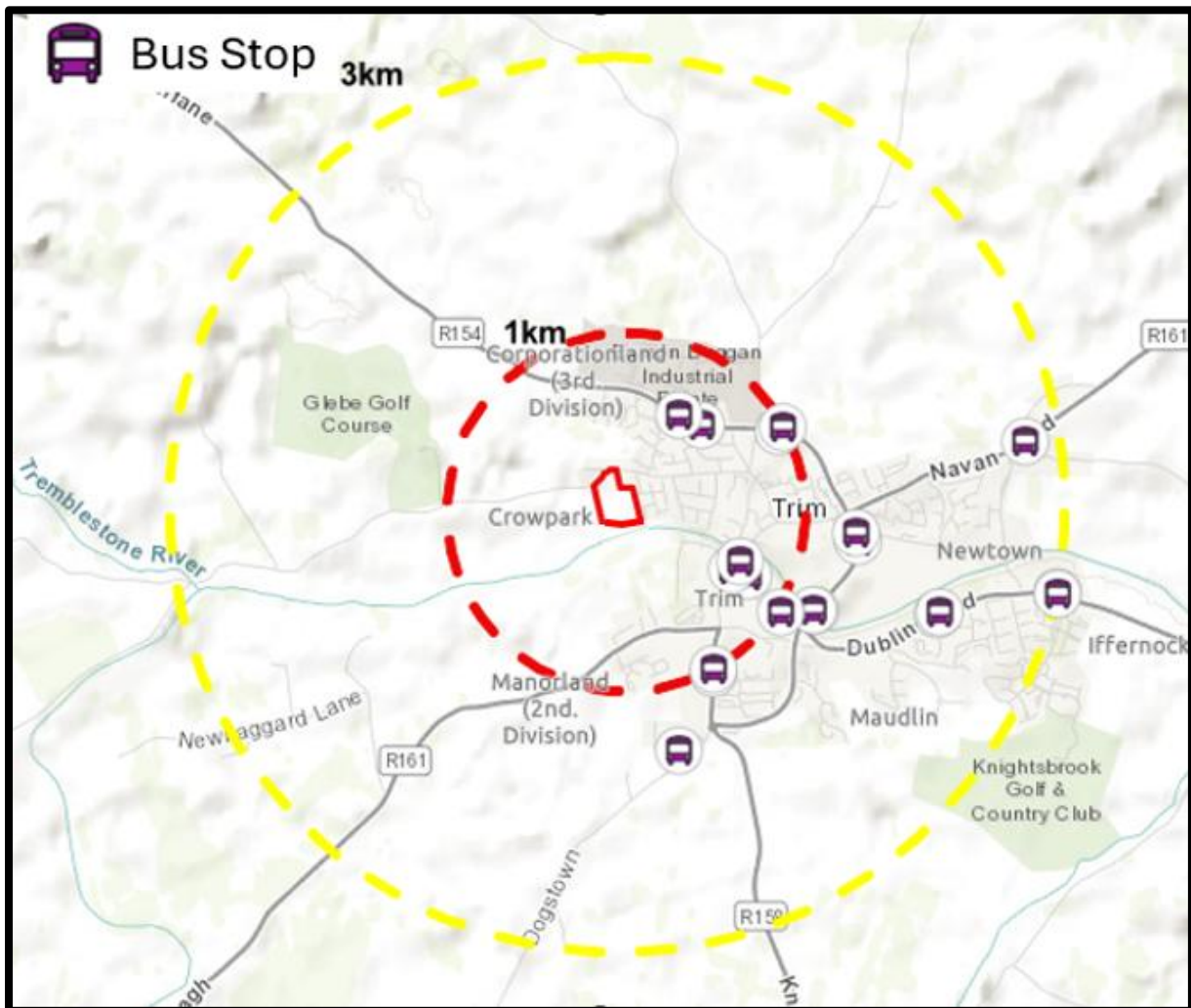


Figure 5: Bus stops within 1km and 3km buffer of the subject site

### Cycle Network

Existing cycling infrastructure in the area includes cycle tracks along both sides of the R154 in northern Trim and along the eastern side of Butterstream Manor Street, which connects to the northern side

of Kildalkey Road. As surrounding lands are developed and planned cycling infrastructure is delivered, additional connections to the wider cycle network are expected, further enhancing accessibility and supporting sustainable travel.

The Greater Dublin Area (GDA) Cycle Network Plan sets out a strategic cycling network across Counties Meath, Dublin, Kildare and Wicklow, with the aim of improving connectivity and encouraging greater levels of cycling.

The GDA Cycle Network Plan for Trim identifies proposed cycle routes in the vicinity of the subject site, forming part of a wider network designed to provide safe, accessible and attractive cycling infrastructure. The proposed development will benefit from its proximity to this planned network, supporting sustainable travel options for future residents.

The proposed cycle routes in the area, including the location of the subject site, are illustrated below.

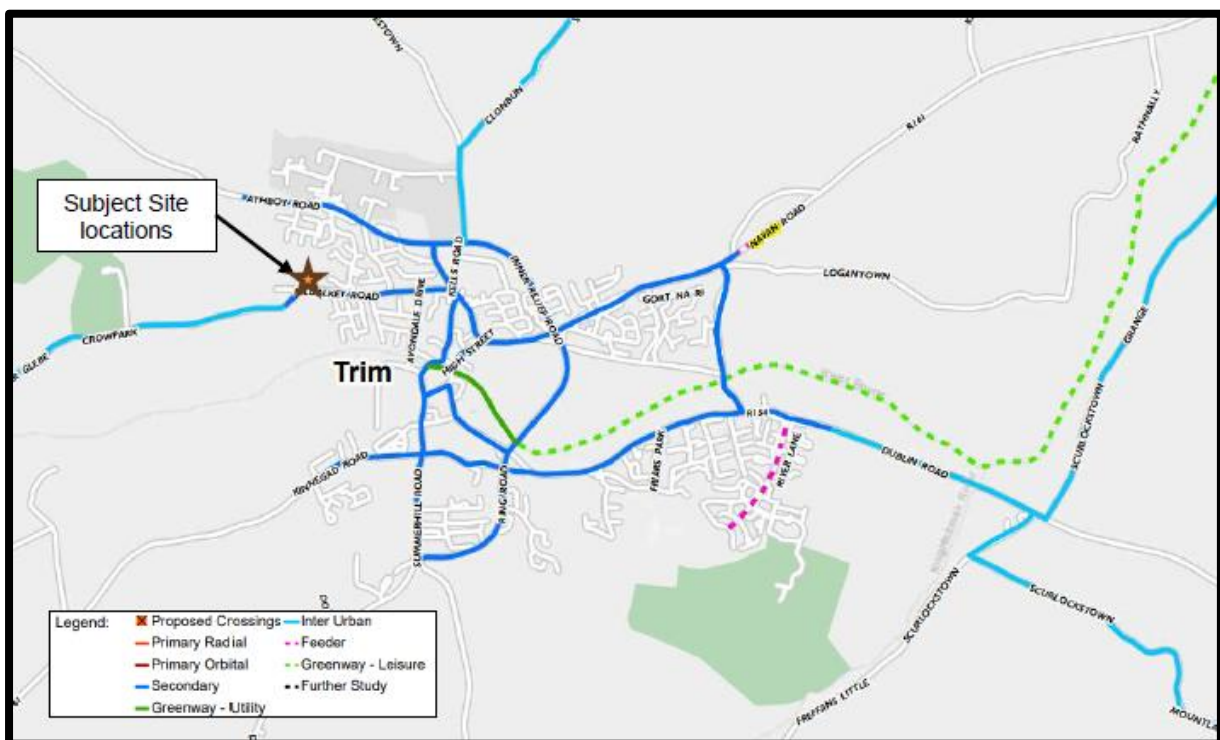


Figure 6: 2022 Greater Dublin Area Cycle Network Plan - Trim

## Social Infrastructure Overview

This Social Infrastructure Audit assesses the range of services, facilities and amenities that contribute to the creation of sustainable communities and support a high quality of life for both existing and future residents. The audit examines key themes of social infrastructure, including education, childcare, healthcare, recreation, community facilities, open space, retail services and public transport.

The assessment has been undertaken with reference to both 1km and 3km catchment areas surrounding the subject site. These catchments have been selected to reflect the principles of the '10-minute settlement', whereby residents can access a broad range of daily services and facilities within convenient walking and cycling distances. The 1km catchment represents the facilities most readily accessible on foot, while the 3km catchment captures a wider range of services and amenities available within a short cycle or local public transport journey.

The facilities identified throughout this audit are categorised according to their location within either the 1km or 3km catchment areas, measured on an "as the crow flies" basis from the subject site. Due to the existing street network, topography and urban layout, actual walking and cycling distances may exceed the straight-line distances in some instances. Accordingly, the accompanying tables identify both the straight-line distance and the approximate walking and/or cycling distance to each facility, providing a more realistic assessment of accessibility for future residents.

Category	Description
Open Space	Parks, Pitches, Residential Green Areas, Playgrounds
Sport and Recreation	Sports Clubs, Stadiums, Racetracks, Swimming Pools, Gyms
Education	Primary Schools, Post-Primary Schools, Special Schools, Third Level Universities, Other Educational Facilities
Health Services	GPs, Pharmacies, Health Centres, Hospitals
Retail Services	Supermarkets, Convenience Shops, Speciality Services, Restaurants/Takeaways, Pubs
Emergency	Garda Station, Fire Station

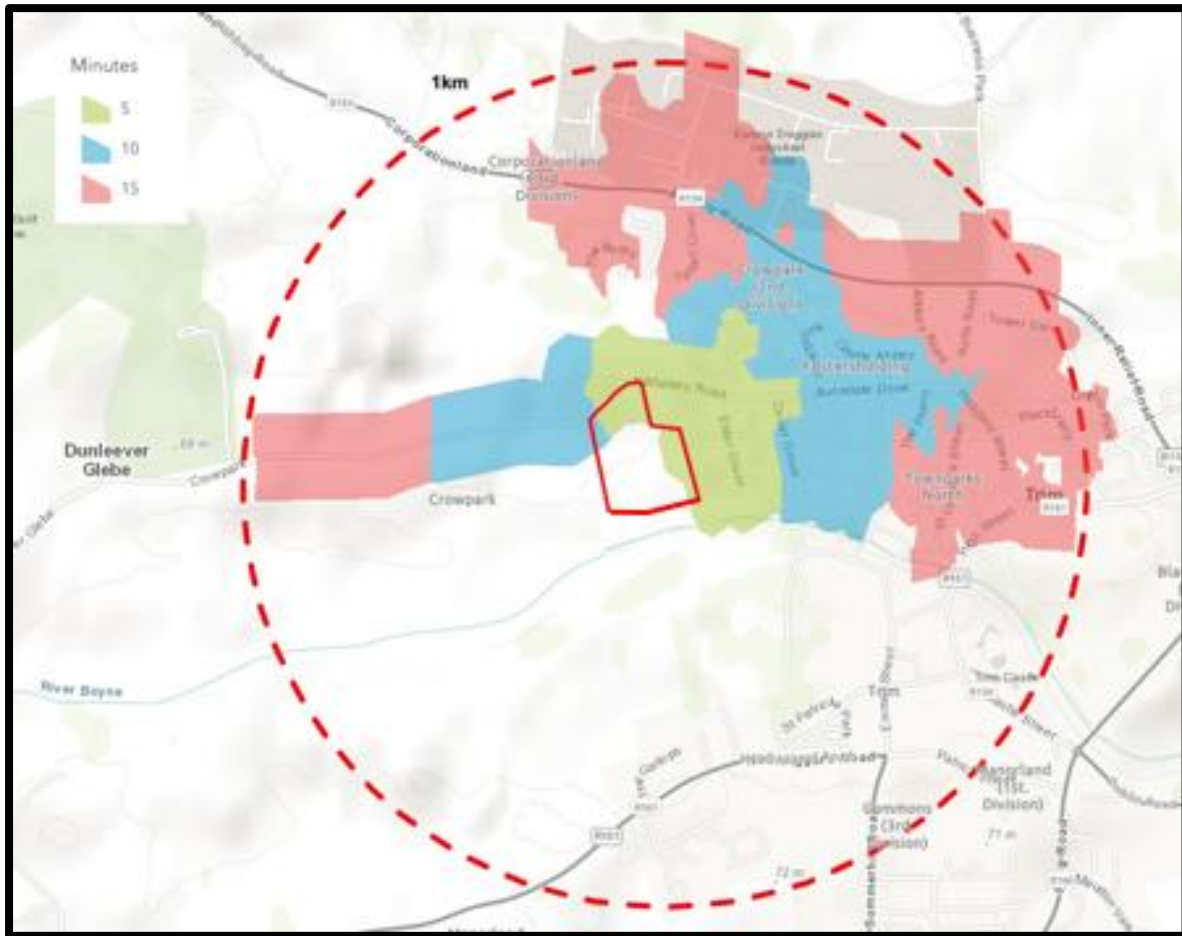


Figure 7: Walking Times from Subject Site, showing 5, 10 and 15 minute walking times

## Education

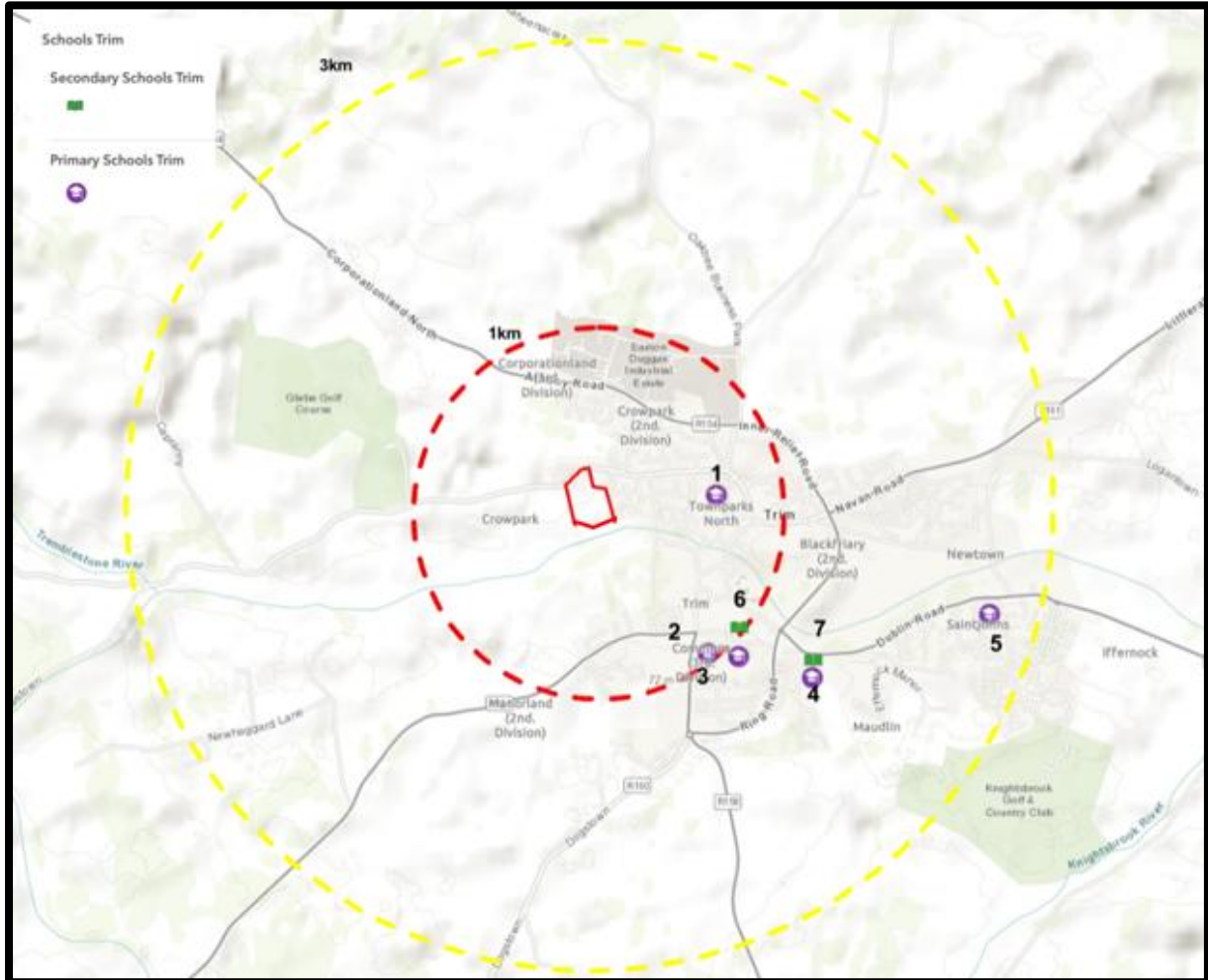
Education and training are fundamental components of sustainable communities, contributing to social wellbeing, economic development and lifelong learning opportunities. The availability of accessible educational infrastructure is therefore an important consideration in assessing the capacity of an area to accommodate future population growth.

The subject site is well served by a range of primary and post-primary educational facilities within both the 1km and 3km catchment areas. The availability of a variety of school types, including mixed-gender, single-gender and Irish-medium education, provides a broad choice of educational options for existing and future residents.

Within approximately 3km of the site, there are five primary schools comprising St Patrick's National School, St Mary's Convent Primary School, St Michael's Boys National School, Trim Educate Together National School and Gaelscoil na Bóinne. Collectively, these schools accommodate over 1,200 pupils and demonstrate a substantial level of existing educational provision within the area.

At post-primary level, the area is served by Scoil Mhuire and Boyne Community School, both located within approximately 2km of the subject site. Together, these schools accommodate in excess of 1,800 students and provide significant capacity for second-level education within the town.

The presence of a range of primary and post-primary schools within convenient walking, cycling and public transport distance of the proposed development demonstrates that Trim is well equipped to serve the educational needs of existing and future residents. The distribution of schools throughout the town supports the principles of the 10-minute settlement and contributes positively to the sustainability of the proposed development.



No. on map	Primary School	Distance	Enrolment (25/26)	
			Boys	Girls
1.	St Patricks National School	950 m	22	26
2.	St Mary's Convent Primary School	1600 m	160	361
3.	St Michaels Boys National School	1700 m	287	7
4.	Trim Educate Together National school	2200 m	87	87
5.	Gaelscoil Na Bóinne	2900 m	100	106
No. on map	Post Primary School	Distance	Enrolment (25/26)	
			Boys	Girls

6.	Scoil Mhuire	1600 m		814
7.	Boyne Community School	1900 m	770	238

Table 4: List of Post Primary Schools within 3km of the subject site

## Health Services

The availability of accessible, high-quality health services is a key component in the creation of sustainable and resilient neighbourhoods. The subject site benefits from a strong concentration of healthcare facilities within the surrounding area, particularly within a 1km catchment, ensuring convenient access for existing and future residents.

Within approximately 1km of the subject site, there is a well-established network of pharmacies, general practitioner (GP) practices, and primary care services. In total, there are six pharmacies located within close proximity, including O’Shaughnessy’s Pharmacy, Adrian Dunne Pharmacy, Trim Pharmacy (McGreals), Farrell’s Pharmacy, McGrane’s Pharmacy, and Allcare Pharmacy. These facilities are primarily clustered along Market Street, Haggard Street and the wider town centre, providing a high level of accessibility to pharmaceutical services within walking distance.

Primary care provision is also well represented in the area, with three GP practices located within the 1km catchment, namely Trim General Practice, The Cullen General Practice, and Trim Group Practice. In addition, Trim Medical (Centric Health) operates from the Trim Primary Care Centre on Longwood Road, which functions as a key local health hub providing integrated primary healthcare services.

The concentration of healthcare facilities within the town centre and along key arterial routes ensures that a broad range of medical services is readily accessible to residents of the proposed development within a short walking distance. This level of provision supports the principles of the 10-minute settlement and contributes positively to the overall sustainability of the area.

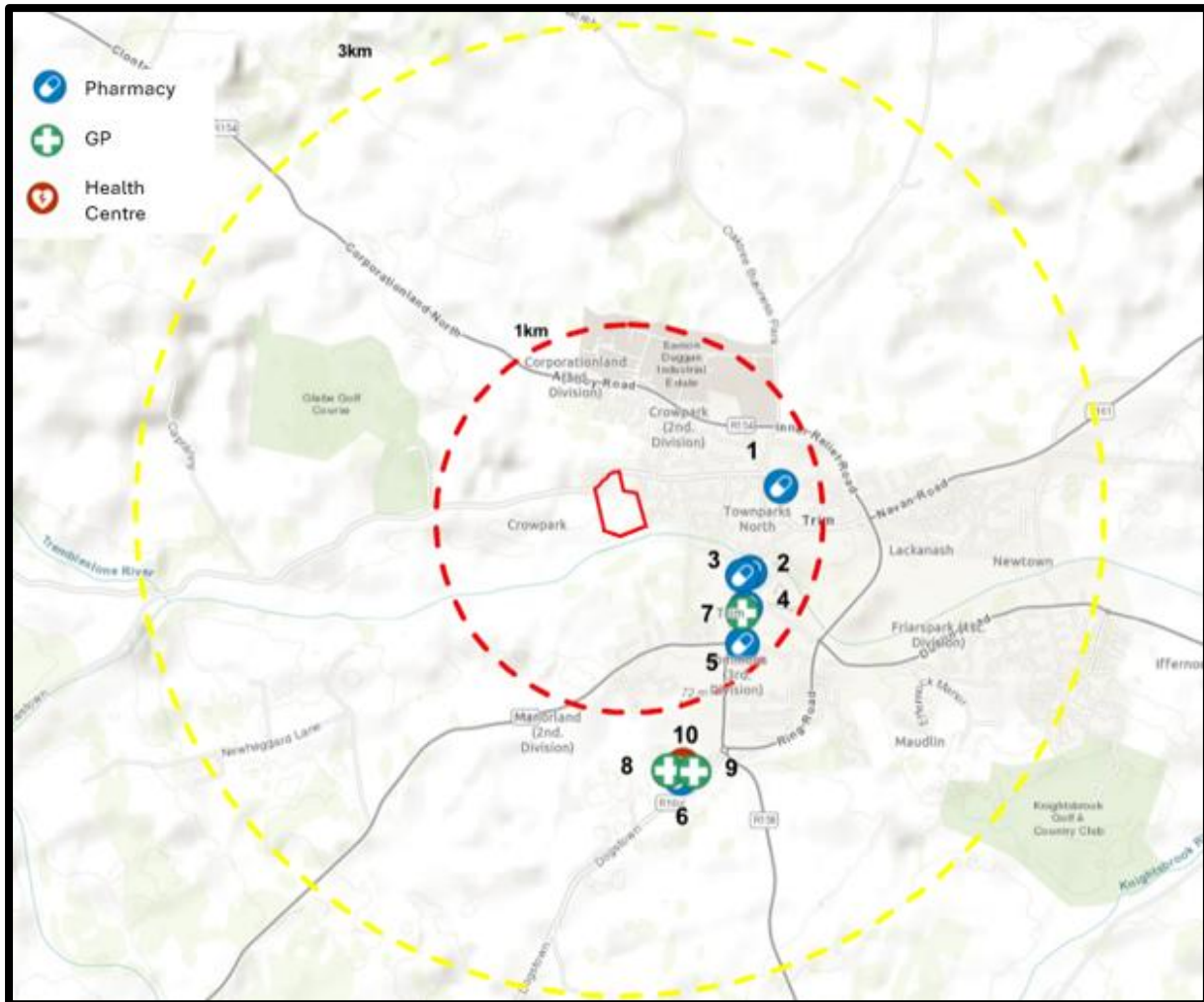


Figure 8: Heath Facilities within a 1km and 3km buffer radius from subject site

No. on Map	Existing Health Services within 1km of Subject Site	Location
<b>Pharmacies</b>		
1.	O'Shaughnessy's Pharmacy	Haggard St, Townparks North, Trim, Co. Meath
2.	Adrian Dunne Pharmacy Trim	Market St, Townparks South, Trim, Co. Meath, C15 FE03
3.	Trim Pharmacy (McGreals)	Market St, Townparks South, Trim, Co. Meath, C15 PY11
4.	Farrell's Pharmacy Trim	Finegans Way, Trim, Co. Meath
5.	McGrane's Pharmacy	1 Patrick St, Commons (3rd Division), Trim, Co. Meath, C15 FY24

6.	Allcare Pharmacy Trim	Knightsbridge Nursing Home, Commons (7th Division), Trim, Co. Meath, C15 PHP1
<b>GPs</b>		
7.	Trim General Practice	St. Martin's House, Finnegan's Way, Townparks South, Trim, Co. Meath, C15 V9HH
8.	The Cullen General Practice	Knightsbridge Primary Care Centre, Longwood Road, Commons (7th Division), Trim, Co. Meath, C15 PHP1
9.	Trim Group Practice	Trim Primary Care Centre, Longwood Road, Trim, Co. Meath, C15 PHP1
<b>Health Centres</b>		
10.	Trim Medical, Centric Health	Trim Primary Care Centre Longwood Road, Trim, Co. Meath, C15 PHP1

Table 2: List of the healthcare centres and the location within the 1km buffer to the subject site

### Retail Services

The subject site is well served in terms of retail provision, with a wide range of convenience, comparison and specialty retail facilities located within a 1km catchment area. The retail offer within Trim is concentrated primarily along Market Street, Haggard Street, and the wider Townparks North and South areas, forming a strong and accessible town centre retail core.

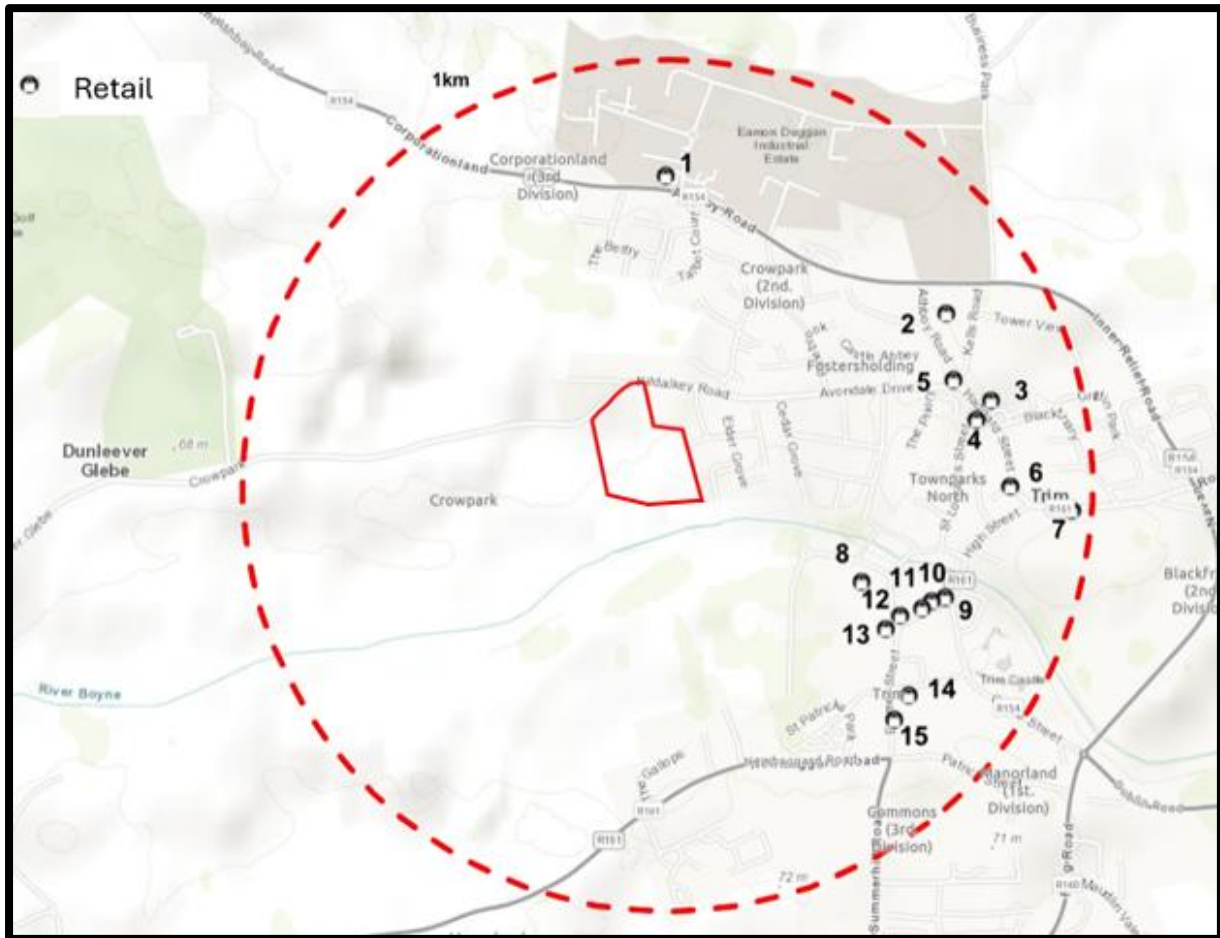


Figure 9: Retail Facilities within a 1km buffer radius from subject site

Within the 1km catchment, a number of national and local supermarkets and convenience stores are available, including Lidl, ALDI and SuperValu, alongside smaller convenience outlets such as Daybreak and O’Byrnes. This ensures that day-to-day grocery needs can be met within a short walking distance of the subject site.

In addition to convenience retail, Trim supports a range of specialty and independent retail uses, including WineHouse, Trim ‘n Healthy, Choice Trim, Tobins, and Three Store Trim, which provide niche goods and services to the local population. The area is also served by Trim Hardware, catering for DIY and home improvement needs, and Souhan’s Garage & Filling Station, which provides both fuel and convenience retail services.

The town centre also includes a modest hospitality and food offer, with facilities such as The Stile, alongside cafés and takeaways, contributing to the overall vibrancy and functionality of the retail environment.

Overall, the concentration and diversity of retail uses within the 1km catchment demonstrate that the subject site is highly accessible in terms of everyday goods and services. This level of provision supports sustainable travel patterns and aligns with the principles of the 10-minute settlement, ensuring that essential retail needs can be met within walking distance of the proposed development.

No. on Map	Retail Facility	Location
1.	Fresh Today Cloneens	Eamon Duggan Industrial Estate, Athboy Rd, Whitehall, Trim, Co. Meath

2.	Lidl	Athboy Rd, Commons (5th Division), Trim, Co. Meath, C15 AD89
3.	WineHouse	Athboy Gate, Commons (5th Division), Trim, Co. Meath
4.	Souhan's Shop Garage & Filling Station	Haggard St, Townparks North, Trim, Co. Meath, C15 CD4R
5.	SuperValu Nally's of Trim	Haggard St, Blackfriary (2nd Division), Trim, Co. Meath, C15 WN63
6.	Trim 'n Healthy	Haggard Court, 3 Haggard St, Townparks North, Trim, Co. Meath
7.	The Stile	Navan Gate, Townparks North, Baile Átha Troim, Co. Meath
8.	ALDI	Jonathan Swift St, Townparks South, Trim, Co. Meath, C15 NCP8
9.	Three Store Trim	Market St, Townparks South, Trim, Co. Meath
10.	Tobins	4 Market St, Townparks South, Trim, Co. Meath, C15 CK60
11.	Choice Trim	8 Market St, Townparks South, Trim, Co. Meath, C15 K202
12.	O'Byrnes	Market St, Townparks South, Trim, Co. Meath
13.	Daybreak	Market St, Townparks South, Trim, Co. Meath
14.	Trim Hardware	Emmet St, Townparks South, Trim, Co. Meath, C15 DC04
15.	Food Plus Polski sklep Trim	Unit 1 Saint Martin's House Finnegan's Way, Trim, Co. Meath, C15 Y865

Table 3: Retail Facilities within 1km of the Subject Site

### Parks and Recreational Facilities

The subject site benefits from excellent access to a wide range of parks, open spaces and recreational facilities located within the surrounding 1.5km catchment area. These facilities contribute significantly

to the quality of life of existing and future residents by providing opportunities for outdoor recreation, leisure activities, sports participation and cultural engagement.



Figure 10: Green spaces & Recreational amenities located inside the 1.5km buffer to subject site

A number of formal and informal green spaces are located in close proximity to the site, including Fr. Tehan Park, the Trim Castle River Walk, and the Community Sensory Garden, all of which provide accessible public realm space within walking distance. The Boyne viewing area and surrounding river corridor further enhance the availability of passive recreational space and scenic walking routes.

The area also supports a strong sporting and community infrastructure, with facilities such as Trim GAA, Trim Athletic Club, and Trim Badminton Club providing structured opportunities for organised sport and physical activity. In addition, GK Stage Academy offers cultural and performance-based recreational activities within the locality.

Trim also contains a number of significant heritage and cultural landmarks that function as key recreational and tourist assets, including Trim Castle, St. Mary’s Abbey, and Sheep Gate, all of which contribute to the town’s historical character and provide important visitor and community amenities. Religious and community facilities such as St Patrick’s Church, the Cathedral Church of St Patrick (Church of Ireland), and Living Hope Church also form part of the wider community infrastructure.

Overall, the range and diversity of parks, recreational spaces and community facilities within the 1.5km catchment demonstrate that the subject site is well served in terms of open space provision and recreational opportunity. These facilities are readily accessible on foot and contribute positively to health, wellbeing and the creation of a sustainable, active community in accordance with the principles of the 10-minute settlement.

Note on Map	Park / Recreational Facility Name
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1.	Fr. Tehan Park
2.	Trim Castle River Walk
3.	Community Sensory Garden
4.	Trim Athletic Club
5.	Boyne viewing area
6.	Trim Badminton Club
7.	GK Stage Academy
8.	Trim GAA
9.	Mornington Heights Field
10.	Cathedral Church of St Patrick, Church of Ireland
11.	St Patrick's Church
12.	Living Hope Church
13.	Trim Castle
14.	St. Mary's Abbey, Trim
15.	Sheep Gate
16.	Trim Donkey Family

*Table 4: List of Green Spaces & Recreational amenities located within the 1km buffer of the subject site*

### Emergency Services

The subject site benefits from strong access to key emergency services. Trim Garda Station is located along Castle Street, approximately 1.1 km from the site, providing local policing services. In addition, Trim Fire Station is situated approximately 1.3 km away along the Ring Road, ensuring prompt fire and rescue response coverage.

## Planning History

McGill Planning have carried out a desktop review of the planning history of the site. The site has a long planning history, beginning with a 137-unit housing proposal withdrawn in 2004, followed by multiple granted permissions between 2005 and 2015 for residential developments (including revisions to house types and extensions of duration). A later 123-unit residential development application in 2018 was also withdrawn.

**MCC Reg. Ref.:** TA40072  
**Decision:** Withdrawn  
**Withdrawn Date:** 30/09/2004

**Description:**

Construction of housing development consisting of 137 units as follows; 9 no. serviced sites with two storey dwellings and dormer bungalows, 3 no. 4 bedroom detached two storey residence with garage, 1 no. 3 bedroom detached 2 storey with garage, 4 no. 3 bedroom semi-detached 2 storey with garage, 48 no. 3 and 4 bedroom semi-detached 2 storey, 60 no. 3 bedroom terraced (15 blocks of 4 ) and 12 no. 4 bedroom detached residence. Proposed new section of Kildalkey Road through the land inclusive of all internal roads, services, sewers, surface water, water main and pumping station

**MCC Reg. Ref.:** TA70339  
**Decision:** Granted  
**Decision Date:** 28/08/2007

**Description:**

Revise house types on sites 1 to 10 inclusive previously granted planning permission under TA/40463

**MCC Reg. Ref.:** TA40463  
**Decision:** Granted  
**Decision Date:** 10/08/2005

**Description:**

Construct housing development consisting of 143 residential units and creche as follows: 64 no. 3 bedroom town houses, 40 no. 4 bedroom semi-detached houses, 22 no. 4 bedroom detached houses, 1 no. 4 bedroom semi-detached with creche, 16 no. 3 bedroom semi-detached houses inclusive of all internal roads, services, sewers, surface water, water main/private well and pumping station. Revisions from that previously submitted under current register reference no. TA/40463 include revised site layout and house numbers.

**MCC Reg. Ref.:** TA110812  
**Decision:** EOD Granted  
**Decision Date:** 15/01/2013

**Description:**

EXTENSION OF DURATION OF PLANNING PERMISSION TA40463 - 143 no. residential units, creche and associated works

**MCC Reg. Ref.:** TA 120870  
**Decision:** EOD Granted  
**Decision Date:** 26/02/2015

Description:

EXTENSION OF DURATION OF PLANNING PERMISSION REF. NO. TA/70339 - revise house types on sites 1 to 10 inclusive

**MCC Reg. Ref.:** TA170726  
**Decision:** Withdrawn  
**Withdrawn Date:** 27/08/2018

Description:

Proposed development will consist of the construction of a residential development of 123 no. dwellings comprising 5 bedroom detached, 4 bedroom detached, 4 bedroom semi-detached, 3 bedroom semi-detached, 3 bedroom terraced and 2 bedroom terraced units, 2 no. detached garages, creche, pedestrian & cyclist boulevard, public open space and landscaped areas, new access to public road, internal roads, paths, car parking and all associated site works. An Appropriate Assessment Screening has been carried out and is being submitted with the planning application

Adjacent Sites

**MCC Reg. Ref.:** 2560882  
**MCC Decision:** Grant  
**Decision Date:** 04/04/2026  
**ACP Ref Ref:** PL-501279-MH-26  
**ACP Decision:** Ongoing

Description:

The development will consist of: (A) The construction of 85 no. residential dwellings comprising: 73 no. houses (6 no. 2 bedroom dwellings, 64 no. 3 bedroom dwellings and 3 no. 4 bedroom houses [all 2 storey]) and 12 no. apartments/duplex apartments in 1 no. 3 storey building (comprising 6 no. ground floor 1-bedroom apartments and 6 no. 3-bedroom duplex units above - all apartments/duplex units to include terrace/private amenity space); (B) Vehicular/pedestrian access from the Athboy Road (R154) via internal roads within 'The Belfry' to include associated works, along with temporary construction access from the adjoining agricultural lands to the west from the Athboy Road; (C) The provision of 161 no. surface resident car parking spaces (including visitor/EV) as well as bicycle storage for apartments (24 no. in 2 no. single storey structures) and terraced houses in secure shelters to their front curtilage (totalling 90 no. spaces); internal road and shared surface networks including pedestrian paths; (D) Provision of c. 0.491 ha of public open space centrally within the site to integrate with the existing open space to the north (to include associated works) within the Belfry as well as the provision of an outdoor play area and landscaped planting; (E) Provision of foul and surface water drainage (attenuation areas) as well as bin stores; public lighting and all associated landscaping and boundary treatment works, site development and infrastructural works, ESB substations, and all ancillary works necessary to facilitate the development. A Natura Impact Statement has been

prepared and will be submitted to the planning authority with the application. Significant Further Information/Revised Plans submitted on this application

## Proposed Development

### Rationale

The subject site is zoned 'A2 – New Residential', the stated objective of which is “to provide for new residential communities with ancillary community facilities and neighbourhood facilities, as considered appropriate.” The proposed development accords fully with this zoning objective and comprises a high-quality residential neighbourhood including housing, apartments, a childcare facility, public open spaces and associated infrastructure.

A fundamental design principle underpinning the proposed development has been the protection of the adjoining River Boyne and River Blackwater Special Area of Conservation (SAC) and Special Protection Area (SPA). While the applicant's overall landholding extends to the River Boyne, lands adjoining the river are zoned 'H1 – High Amenity' and 'F1 – Open Space' and are located within the designated European sites and associated flood zones. From the outset of the design process, these environmentally sensitive lands have been excluded from the developable area, with all residential development, roads, and associated infrastructure confined to the lands zoned for residential development. As a result, the SAC and SPA lands are retained as an undeveloped ecological and landscape buffer, preserving their environmental integrity and high amenity value.

The design strategy has sought to avoid potential impacts on the designated sites in the first instance and, where necessary, minimise and mitigate any potential indirect effects through careful consideration of drainage, groundwater, ecology, construction methodology and long-term site management. The only infrastructure element associated with the designated lands is the installation of a foul water rising main beneath the River Boyne by Horizontal Directional Drilling (HDD). This solution has been specifically selected to avoid excavation, disturbance or construction activity within the river corridor, SAC or SPA. Detailed ecological, hydrogeological and environmental assessments, including Appropriate Assessment and Natura Impact Assessment, demonstrate that the proposed development, either individually or in combination with other plans and projects, will not adversely affect the integrity of the River Boyne and River Blackwater SAC or SPA.

Trim is identified within the Meath County Development Plan and the Regional Spatial and Economic Strategy as a Self-Sustaining Growth Town, capable of accommodating continued residential growth supported by an established range of services, employment opportunities and community infrastructure. The proposed development will contribute to the delivery of much-needed housing within the settlement boundary in a sustainable and sequential manner consistent with the compact growth objectives of the National Planning Framework and the Meath County Development Plan.

The proposed Large-Scale Residential Development comprises 183 residential units, consisting of 127 houses and 56 apartments, together with a childcare facility, public open spaces, landscaping, internal roads and footpaths, car and bicycle parking, utility infrastructure and all associated site development works. The housing mix includes detached, semi-detached, terraced and split-level homes, while the apartment element is accommodated within two contemporary four-storey buildings.

The site occupies a highly sustainable location approximately 650 metres from Trim town centre, within convenient walking and cycling distance of schools, retail facilities, sporting amenities,

healthcare services and public open spaces. Existing footpath infrastructure along the Kildalkey Road provides a direct pedestrian connection to the town centre, while the proposed development incorporates a pedestrian and cycle connection to the adjoining Elder Grove development and safeguards the potential for future connections to the existing riverside walking network.

The proposal will deliver residential development at a net density of approximately 32.4 dwellings per hectare, which sits comfortably within the density range advocated by the Sustainable Residential Development and Compact Settlements Guidelines (2024) for suburban extension locations. This density reflects the site's edge-of-town context, responds appropriately to the established character of surrounding development and represents an efficient and sustainable use of serviced lands.

Overall, the proposed development represents a carefully considered balance between the delivery of much-needed housing and the protection of one of Trim's most important environmental assets. The scheme demonstrates that residential growth can be accommodated in a manner that safeguards ecological integrity, protects designated habitats and species, and supports the long-term conservation objectives of the River Boyne and River Blackwater SAC and SPA.

## Layout and Design

The layout and design strategy for the proposed development has evolved through an iterative design process informed by site constraints, topography, environmental considerations, surrounding context and national and local planning policy. The overarching objective has been to create a high-quality residential neighbourhood that responds positively to its riverside setting while achieving an appropriate balance between density, residential amenity, connectivity and environmental protection.

The development is structured around a clear hierarchy of streets, pedestrian routes and open spaces. Development is confined to the lands zoned A2 – New Residential, while the SAC lands adjoining the River Boyne remain undeveloped and continue to function as important ecological and landscape assets. The layout establishes a strong built frontage along the Kildalkey Road through a series of detached dwellings positioned close to the public realm in accordance with DMURS principles, creating a clearly defined urban edge at the transition between Trim and the surrounding countryside.

A key organising principle of the layout is the provision of a large central network of interconnected public open spaces that forms the focal point of the development. These spaces are strategically positioned to maximise accessibility, passive surveillance and recreational value while supporting biodiversity enhancement and placemaking objectives. Pedestrian and cycle routes are integrated throughout the scheme, including a direct desire-line connection towards the town centre and a dedicated link to the adjoining Elder Grove estate.

The design responds directly to the site's natural topography, which falls approximately 12 metres from the Kildalkey Road towards the River Boyne. Existing ground levels have been retained as far as practicable, minimising earthworks and helping to preserve the site's natural drainage characteristics. Housing is concentrated within the upper and central portions of the site where gradients are more moderate, while apartment buildings are positioned at the lower southern end where increased building height can be accommodated without adverse visual impact. The lower site levels allow the four-storey apartment buildings to be absorbed into the landscape, with their parapet height remaining lower than the ridge levels of the houses fronting the Kildalkey Road.



create a clear sense of place while providing a varied housing mix and a high-quality architectural response appropriate to the site's context.

Character Area 1 comprises two-storey detached houses fronting onto the Kildalkey Road, creating a strong and consistent street edge that reflects the established character of the surrounding area. The traditional architectural language and restrained palette of materials and finishes ensure the development integrates successfully with the existing pattern of detached housing along this route.

Character Area 2 forms the central core of the development and accommodates the majority of the housing mix, providing a range of dwelling types and sizes. This area is unified through a consistent palette of predominantly red brick with limestone detailing, while Character Area 3 occupies the southern portion of the site overlooking the River Boyne and accommodates two four-storey apartment buildings. Positioned on the lowest part of the site to minimise visual impact, these contemporary buildings are orientated to maximise daylight, residential amenity and views towards the river.

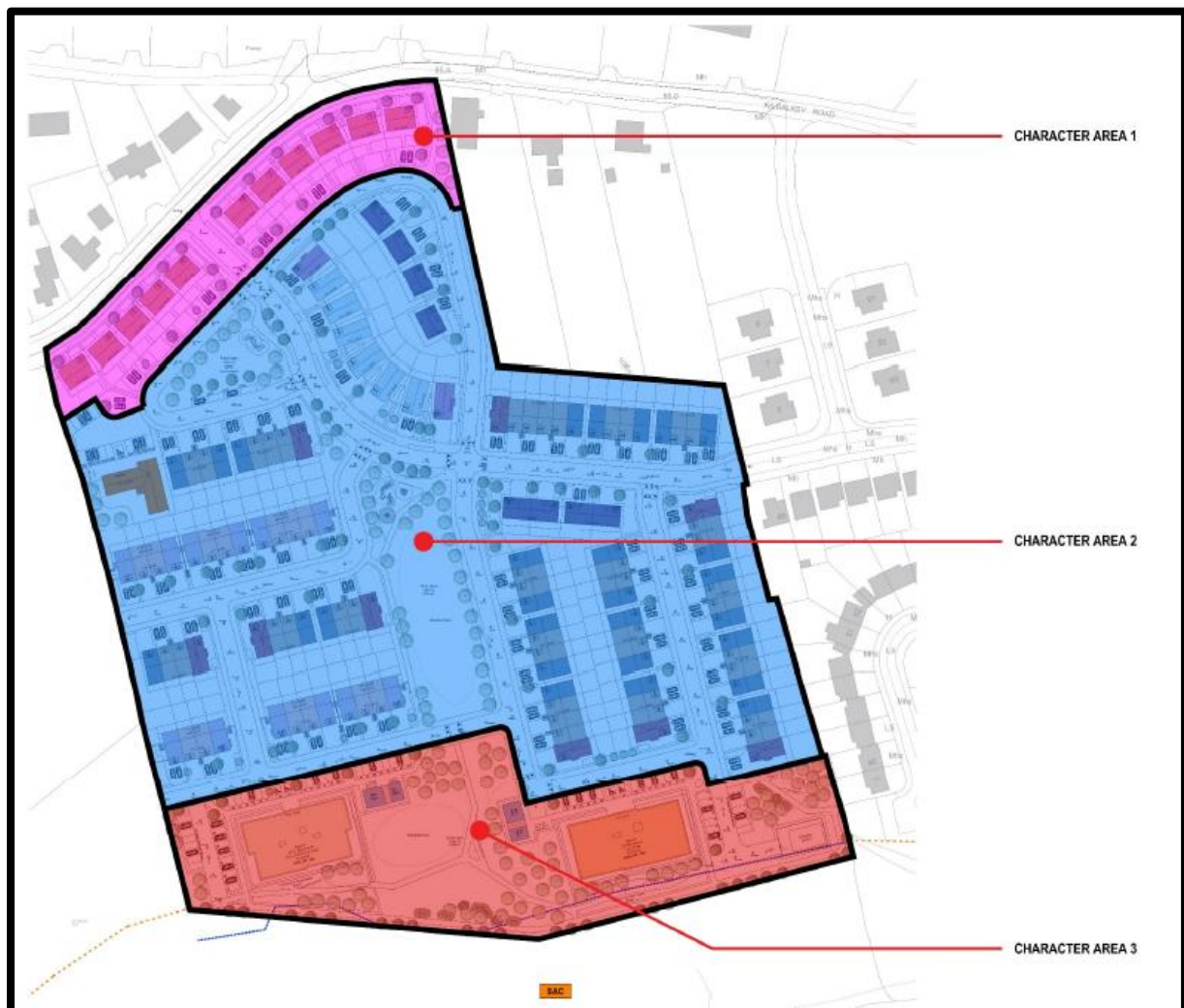


Figure 12: Proposed Character Areas

Public open space forms a central component of the layout strategy. A series of connected open spaces is distributed throughout the development to ensure accessibility, passive surveillance and

usability for residents of all ages. These spaces support informal play, recreation and biodiversity enhancement and are integrated with pedestrian routes and surrounding housing. Private open space is provided to all dwellings in accordance with national standards, with rear gardens serving houses and balconies or terraces serving apartments.

The overall layout promotes active frontages, natural surveillance and a clear distinction between public and private spaces. Building orientation, separation distances and overlooking have been carefully considered to protect residential amenity and ensure high levels of daylight and privacy. The proposed layout and design strategy delivers a well-structured, visually coherent and sustainable residential environment that responds to the site's constraints and opportunities, complies with zoning and policy objectives, and represents a natural and appropriate extension of the existing urban area.



Figure 13: Verified View along Kildalkey Road. Source Digital Dimensions

### Density

The proposed development is for 183 no. units which represents a density of 32.4 units per hectare. This falls within the density range of 30 to 50 dwellings per hectare (net) set out in the *Sustainable Residential Development in Urban Areas and Compact Settlements Guidelines (2024)* for towns categorised as 'Key Town / Large Town – Suburban/Urban Extension'. The proposed density is considered appropriate for this location, providing a balanced response to national policy objectives while respecting the prevailing lower-density character of the surrounding area.

### Unit Mix

The proposed unit mix is as follows:

Unit Type	No. of Units	Percentage
1 bed	16	9%

2 beds	40	22%
3 beds	99	54%
4 beds	28	15%
Total	183	100%

The proposed mix is considered appropriate to the context of the site and the surrounding area, which is predominantly characterised by established suburban residential development with a strong emphasis on family housing. The scheme provides a balanced range of unit types, incorporating a proportion of smaller units alongside a majority provision of three-bedroom family homes and a smaller number of four-bedroom units.

The inclusion of 1 and 2-bedroom apartments introduces an element of housing diversity within the scheme, catering for a range of household types including first-time buyers, downsizers and smaller households. The predominant provision of 3 and 4-bedroom houses ensures that the development continues to support long-term family accommodation, reflecting the prevailing residential character of the area and established patterns of local housing demand.

The development also incorporates a 20% Part V provision in accordance with the requirements of the Meath County Development Plan and national housing policy obligations.

While the Meath County Development Plan 2021–2027 does not prescribe a fixed housing mix, Policy DM POL 6 requires that development proposals demonstrate an appropriate unit mix having regard to demographic trends, household formation patterns and identified housing need. The accompanying Design Statement, prepared in accordance with DM OBJ 13, demonstrates how the proposed scheme has been designed to respond to these policy requirements.

### Childcare Facility

The proposed development comprises 183 residential units (56 apartments and 127 houses) with an estimated population of c. 502 persons based on an average household size of 2.74 (CSO 2022), generating c. 30 children aged 0–4 years. Applying the Sustainable Urban Housing: Design Standards for New Apartments Guidelines (2025), exclusion scenarios reduce the assessment population to between c. 348 and c. 458 persons, equating to c. 21–27 children aged 0–4. The Childcare Facilities Guidelines (2001) indicate a potential requirement of approximately 34–49 childcare places; however, a Census-based assessment for County Meath suggests a significantly lower likely demand of c. 10–15 childcare places under typical and worst-case participation rates. Overall, it is considered that the likely childcare demand generated by the scheme would be modest and can be accommodated within existing and permitted childcare provision in the wider area.

The proposal includes a purpose-built childcare facility measuring approximately 394 sq.m, together with approximately 193 sq.m of dedicated outdoor play space. The facility is designed to accommodate up to 60 childcare places across a range of age groups from 1 to 6 years, providing both full-day and sessional childcare services. The creche includes four childcare rooms, a dedicated sleep room, kitchen and dining facilities, staff accommodation, office space, storage areas and associated ancillary facilities.

The creche is located to the west of the site in a highly accessible location, providing convenient access for residents and supporting walking and cycling as sustainable modes of travel. Dedicated parking is provided for staff and parents, including a set-down area immediately adjacent to the building. The

facility also benefits from a secure and enclosed outdoor play area located to the rear of the building, which is designed to cater for all age groups and is integrated with the wider open space network of the development.

Having regard to the scale of the proposed residential development and the childcare demand assessment undertaken, the size and capacity of the proposed creche are considered appropriate. The facility will provide childcare capacity significantly in excess of the estimated demand generated by the development itself, thereby contributing positively to childcare provision within the wider area. As such, the proposed creche will have a beneficial effect on population and human health by supporting access to high-quality early years childcare services for both existing and future residents.

### Engineering Services and Flood Risk

The entire scheme incorporates Sustainable Drainage Systems (SuDS). A comprehensive SuDS plan for the proposed development has been prepared by Waterman Moylan Consulting Engineers in collaboration with Jane McCorkell Landscape Architecture.

#### Water Supply

A pre-connection enquiry, Uisce Éireann Reg. Ref. CDS25003601, was submitted to Uisce Éireann on the 5th May 2026 for the units pertaining to the development. A response from Uisce Éireann was received and confirmation of feasibility dated 23rd April 2026 can be found in Appendix A of the Engineering Assessment Report by Waterman Moylan.

Uisce Éireann have confirmed that a connection to the existing water infrastructure is feasible, subject to upgrade works. Upgrade works are required to increase the capacity of the Uisce Éireann network. Approximately 250m of new 150mm ID watermain is to be laid to replace the existing 75/100mm PVC main. These works are not currently on the Uisce Eireann investment plan therefore, the applicant will be required to fund these local network upgrades. The fee will be calculated at connection application stage. It is proposed to connect the site to the existing 100 mm diameter watermain located at the northern boundary.

Please refer to Waterman Moylan Drawing No. 23-041-P300 - Proposed Watermain Layout for details of the watermain to serve the subject lands.

#### Foul Sewer

Uisce Éireann has confirmed that a connection to the public wastewater network is feasible, subject to verification of the condition, diameter and invert levels of the receiving sewer. Through pre-application consultation and detailed engagement with Uisce Éireann, existing operational constraints within the local foul sewer network north of the River Boyne were identified. These constraints relate to longstanding surface water ingress into the network, resulting in reduced available capacity and operational issues within the Eldergrove and Avondale catchments.

A number of connection options were considered. Connection to the existing network north of the River Boyne was discounted due to the unresolved ingress issues, which have been the subject of previous investigations and ongoing liaison with Uisce Éireann. In consultation with Uisce Éireann, it was agreed that the preferred engineering solution is to bypass the constrained section of network and connect downstream to the upgraded foul sewer infrastructure on Jonathan Swift Street, where no capacity constraints have been identified.

Accordingly, the development will be served by a new Type 3 pumping station discharging via a 100 mm diameter rising main to the existing 225 mm foul sewer on Jonathan Swift Street. The rising main will be installed beneath the River Boyne using Horizontal Directional Drilling (HDD), thereby avoiding any in-stream works and minimising environmental impacts on the River Boyne and River Blackwater SAC. Following the river crossing, the rising main will connect to the public foul sewer network via conventional excavation methods. The necessary consents have been obtained from the Office of Public Works and Trim Pitch and Putt Club (refer to Appendices E, F and G of the Engineering Services Report).

The foul drainage network has been designed in accordance with the Building Regulations and Uisce Éireann's Code of Practice for Wastewater Infrastructure, with 150 mm and 225 mm gravity sewers provided as appropriate. The proposed development will generate an estimated foul discharge of 87,466.5 litres per day, equating to a peak flow of 6.1 l/s, which can be readily accommodated within the proposed 225 mm outfall sewer with a capacity of 32 l/s.

The pumping station will be located more than 20 metres from the nearest dwelling and will incorporate duty and standby pumps, telemetry, high-level alarms, over-pumping facilities and in excess of 24 hours emergency storage. These measures will ensure a robust, resilient and maintainable foul water management system. All connection infrastructure and associated local network works required to facilitate the development will be delivered and funded by the applicant.

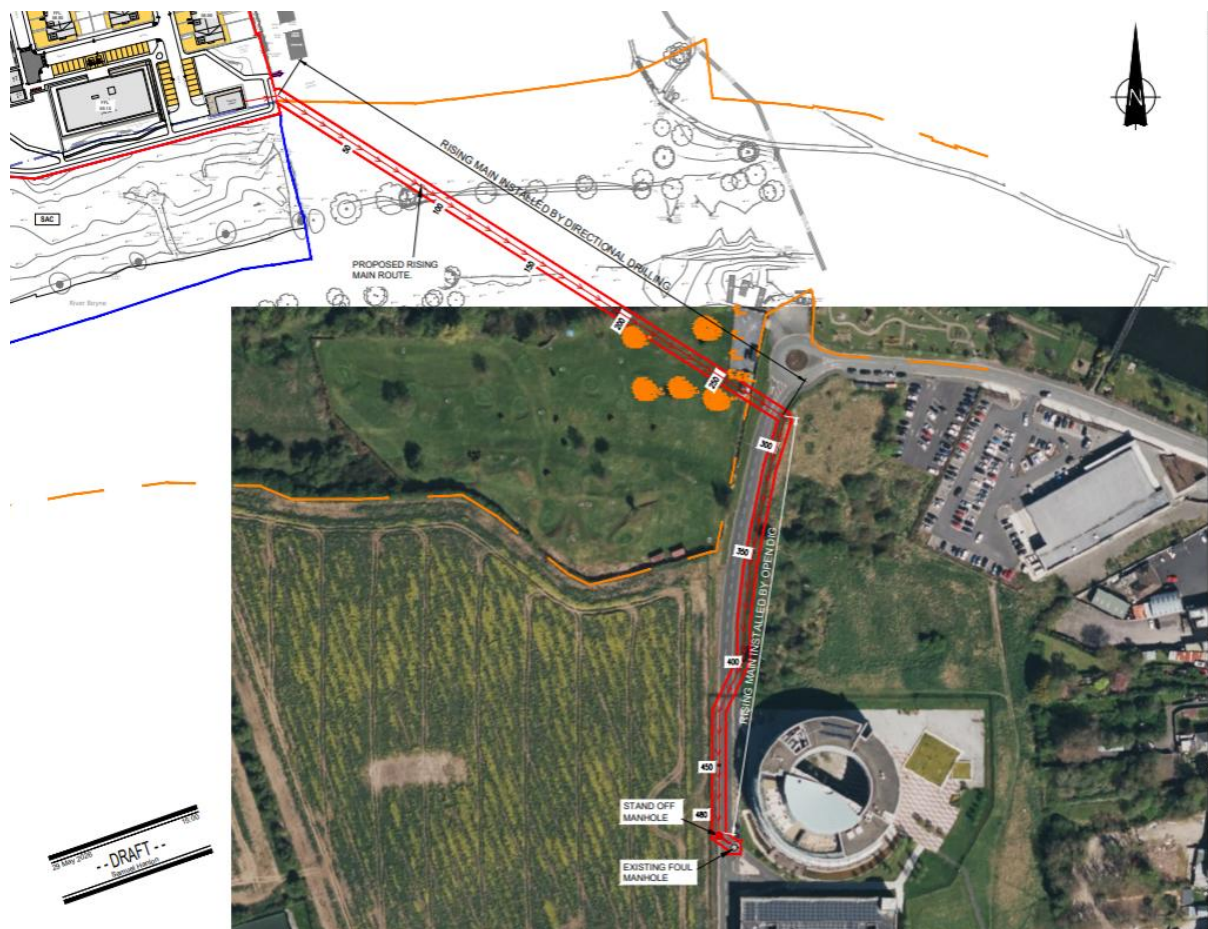


Figure 14: Proposed Rising Main - General Arrangement Plan-

## Surface Water

The proposed surface water drainage strategy has been designed in accordance with SuDS principles, the Greater Dublin Strategic Drainage Study (GSDS) and relevant national guidance. Surface water from individual houses will discharge to on-site soakaways, while runoff from roads, parking areas and other public spaces will be conveyed by gravity through the surface water network to dedicated underground soakaways. Strict separation of surface water and foul drainage will be maintained throughout the development.



Figure 15: Catchment Division. Source: Waterman Moylan

The surface water network has been divided into four catchments, each discharging to a separate soakaway. Catchment 1, located in the northern part of the site, serves the largest area and accommodates runoff from the northern housing area. Catchment 2 serves the central and southern portions of the development, while Catchments 3 and 4 serve the apartment blocks located in the southeast and southwest of the site, respectively. The strategy incorporates the following SuDS measures:

- Permeable paving within on-curtilage parking areas to provide source control, treatment and attenuation of runoff;
- Grass swales adjacent to internal roads to convey and treat surface water while promoting infiltration to ground; and
- Soakaways, including individual soakaways serving house roof drainage and larger communal soakaways serving each catchment, to facilitate infiltration and groundwater recharge.

The drainage system has been designed to accommodate the 1 in 100-year storm event plus a 20% allowance for climate change. Soakaway testing undertaken in accordance with BRE Digest 365 confirmed that the underlying soils are suitable for infiltration. In addition, following consultation with ecological and hydrological specialists, the drainage strategy was developed to maintain the existing hydrological regime and avoid adverse impacts on the adjoining SAC and associated Petrifying Tufa springs.

The proposed SuDS measures will be subject to an ongoing maintenance and management regime to ensure their long-term effectiveness and continued performance throughout the lifetime of the development.

#### Flood Risk

JBA Consulting Engineers carried out a Flood Risk Assessment for the proposed residential development at Kildalkey Road, Trim. While there is a history of flooding within Trim town, no evidence of historic flooding affecting the site was identified. The River Boyne, located south of the site, is the principal potential source of flood risk.

Site-specific hydraulic modelling confirmed that the proposed development is located within Flood Zone C, indicating a low probability of flooding. The only element extending into Flood Zones A/B is the buried foul sewer connection beneath the River Boyne, which will not affect floodplain storage or flow paths. Areas subject to flooding are confined to adjacent Open Space and High Amenity lands.

All residential development is located within Flood Zone C, with Finished Floor Levels set more than 3m above the predicted 1% AEP climate change flood levels. A surface water management strategy incorporating SuDS measures, including permeable paving, swales and soakaways, has been designed to manage pluvial flood risk without increasing flood risk elsewhere. Residual risks, including bridge blockage scenarios, were assessed and found to remain within adjacent open space areas.

The assessment demonstrates that flood-prone areas have been avoided, the floodplain preserved, and flood risk to surrounding lands has not increased. The proposed development complies with The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) and satisfies the requirements of the Justification Test.

#### Ecology

The southern portion of the overall site adjoining the River Boyne lies within the River Boyne and River Blackwater SAC, while the River Boyne is also designated as an SPA. Although the SAC and SPA lands are excluded from the net development area, a section of the proposed foul water rising main will cross beneath the River Boyne and the designated European sites by means of Horizontal Directional Drilling (HDD). All drilling works will take place at depth beneath the SAC and SPA, with no excavation, construction activity or disturbance occurring within the designated sites or the river channel. This approach minimises potential environmental impacts while facilitating the provision of essential

wastewater infrastructure for the development.

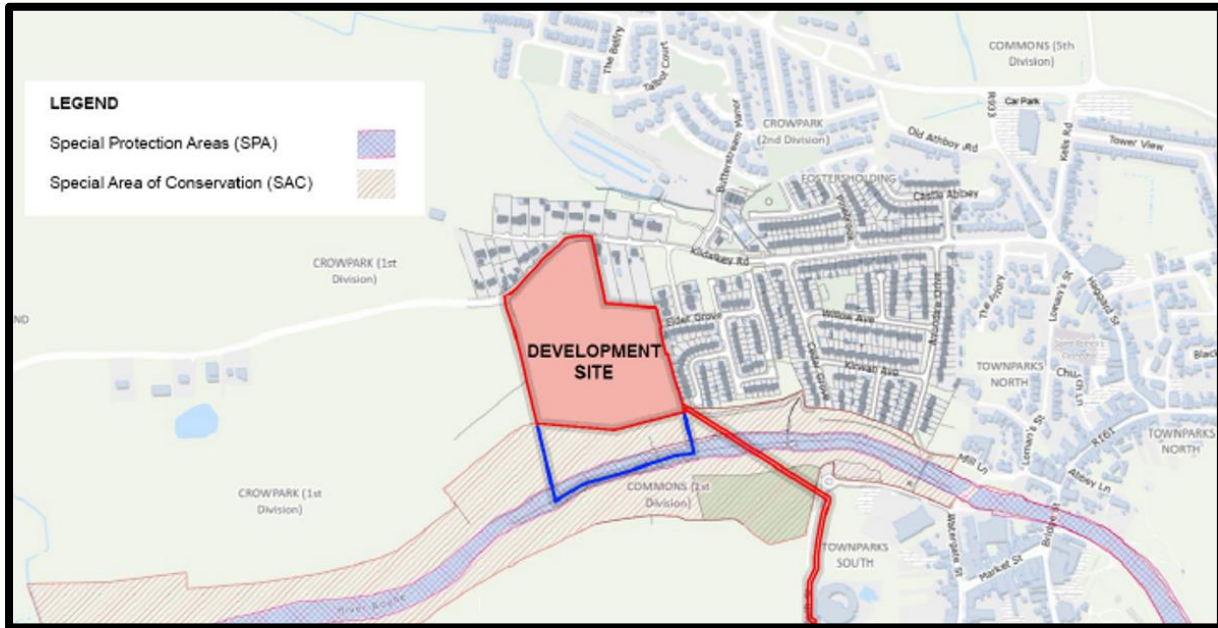


Figure 16: SAC and SPA with site boundary shown in red. Source: NPWS Mapping

#### Ecological Impact Assessment (EclA)

An Ecological Impact Assessment (EclA) was undertaken by Altamar Ltd. to establish baseline ecological conditions and assess the potential effects of the proposed development on habitats and species of conservation interest.

The site is largely composed of managed agricultural land of low ecological value, with more sensitive habitats present along and adjacent to the boundaries, including hedgerows and treelines, wet grassland and calcareous springs, the River Boyne and associated streams, and areas of riparian wet woodland.

The most significant ecological feature identified is a series of petrifying springs with tufa formation (*Annex 1 Priority Habitat 7220 under the EU Habitats Directive*). These groundwater-dependent habitats are sensitive to changes in hydrology. The design avoids direct impacts and maintains the existing groundwater regime, and no significant effects are anticipated subject to mitigation.

No rare or protected plant species were recorded. Sea Buckthorn was noted along a western boundary treeline, and Japanese Knotweed was recorded outside the site boundary. An Invasive Species Management Plan will be implemented to prevent the spread of invasive species during construction.

Faunal surveys identified two active badger setts located 150–180m from the site within hedgerows to the west and northwest. These are outside the development footprint and will be protected through standard mitigation measures.

Bat surveys recorded Common Pipistrelle, Soprano Pipistrelle and Daubenton's Bat using the area for commuting and foraging, with the River Boyne acting as an important ecological corridor. No bat

roosts were identified within trees proposed for removal, and a sensitive lighting strategy will minimise impacts on bat activity.

Bird surveys recorded a range of common and notable species, including Kingfisher, Meadow Pipit (Red-listed), and Swift (Red-listed). The site does not support significant wintering SPA bird populations, and no significant effects are anticipated with mitigation.

The site is located adjacent to and partly within the River Boyne and River Blackwater SAC and SPA. With appropriate mitigation measures in place, particularly in relation to water quality, habitat protection, invasive species control, ecological supervision, and lighting management, no significant residual effects on designated sites or protected species are predicted.

Overall, the EclA concludes that the development can proceed without significant ecological impacts, subject to the full implementation of the recommended mitigation measures.

#### Natura Impact Assessment (NIS)

The proposed development site is located adjacent to and partially within the River Boyne and River Blackwater SAC (Site Code 002299) and River Boyne and River Blackwater SPA (Site Code 004232). An Appropriate Assessment Screening and Natura Impact Statement (NIS) were prepared by Altamar Ltd. in support of the application.

The AA Screening concluded that, in the absence of mitigation measures, the proposed development had the potential to result in significant effects on the qualifying interests of the SAC and SPA due to direct hydrological and ecological pathways between the site and the designated European sites. Potential impacts identified included sediment and pollutant runoff, dust generation, disturbance to protected species including Otter and Kingfisher, the spread of invasive species, and impacts associated with the proposed installation of a foul water rising main beneath the River Boyne. Consequently, the River Boyne and River Blackwater SAC and SPA were screened in for Stage 2 Appropriate Assessment and a Natura Impact Statement was required.

Accordingly, a Natura Impact Statement accompanies this application. The NIS has been prepared in accordance with the requirements of the Habitats Directive, the European Communities (Birds and Natural Habitats) Regulations 2011 (as amended), the Planning and Development Act 2000 (as amended), and relevant guidance.

The Natura Impact Statement concludes that, subject to the implementation of the mitigation measures outlined therein, including construction environmental management measures, pollution prevention controls, invasive species management, ecological protection measures and sustainable drainage measures, the proposed development will not adversely affect the integrity of the River Boyne and River Blackwater SAC or the River Boyne and River Blackwater SPA, either alone or in combination with other plans or projects.

Furthermore, having regard to the scale and nature of the proposed development, and the mitigation measures incorporated into the design and construction methodology, no significant residual impacts on the receiving environment are anticipated.

## Lands and Soils

The site consists of agricultural fields with tree and hedge boundaries. There are no existing structures present. The topography of the site descends towards the Boyne with levels falling broadly from north to south, from a road level of 66m at Kildalkey Road down to 52m at the riverbank (lands outlined in blue).

Dr. Robert Meehan has carried out a hydrogeological assessment of the development site, examining land, soils, geology, hydrology and hydrogeology. The site comprises gently sloping agricultural land draining to the River Boyne, underlain by deep soils, glacial subsoils and Locally Important Bedrock Aquifer – Bedrock that is Moderately Productive. Groundwater flows towards the River Boyne and emerges locally as ephemeral petrifying springs within the SAC.

Groundwater quality is generally good, the regional groundwater body is at good status, and the River Boyne is of moderate status. The water table is deep and well below construction depth. The development design maintains existing drainage patterns through shallow, diffuse SuDS measures, ensuring no significant effects on groundwater or surface water, including the River Boyne, are predicted.

The hydrogeological assessment states:

*‘Due to the nature of proposed LRD developments being near-surface construction activities, impacts on groundwater are generally negligible and surface water is generally the main sensitive receptor assessed during impact assessments. The design of the proposed LRD Project has maintained the existing hydrological and hydrogeological regime on the site in as much as possible. This means that all SUDS measures will discharge as diffusely as possible and at as shallow a depth as possible, using individual shallow soakaways for each house individually and wide, expansive, shallow soakaways for the road network.*

*This will mean no significant effects on groundwater levels and / or flows, and / or surface water, will occur as a result of the proposed LRD Project.'*

There will be directional drilling required for the proposed 125 mm rising main beneath the River Boyne. Drilling through a very small portion of bedrock will be required for construction of the rising main which is the ultimate outlet from the site foul drainage networks.

This will result in a permanent removal and relocation of in-situ bedrock within the conduit hosting the proposed 125 mm bore location. There is proposed to be a minimal net loss of bedrock from this procedure.

Dr. Joanne Denyer also conducted a survey and assessment of priority petrifying springs (Cratoneurion tufa-forming) along the southern portion of the subject site, which is partly within the River Boyne and River Blackwater SAC. Surveys in 2025 mapped and assessed spring condition, including water chemistry, revealing moderate tufa formation but low species diversity and several indicators of poor condition.

It is noted that the proposed Residential Development to the north is designed to avoid direct impacts on these springs, with groundwater levels well below construction depth. No significant hydrogeological effects are predicted, and mitigation, protection measures, and ongoing monitoring are outlined to safeguard the springs during and after construction.

None of the groundworks proposed (including the directional drilling of the proposed rising main tunnel borehole) require active dewatering (albeit some temporary displacement of local groundwater in the saturated zone is likely to occur) and therefore none of the activities proposed on site have any potential to significantly affect groundwater levels during construction.

## Access and Movement

Vehicular, pedestrian and cyclist access is provided from the Kildalkey Road, with the access location informed by the achievement of appropriate sightlines. The internal street network prioritises pedestrian movement, legibility and traffic calming. A clear pedestrian desire line is provided through the site, linking the Kildalkey Road to the southern edge of the development and facilitating potential future connections to the existing river walk network and pedestrian bridge leading towards the town centre. The proposed layout includes provision for future pedestrian and cyclist connections to the adjoining Elder Grove development and to adjoining lands to the east and west. While these connections do not form part of the current application, they safeguard opportunities for enhanced permeability and integration with the surrounding area over time.

### Car Parking

The proposed development provides a total of 348 no. car parking spaces, comprising 254 no. spaces serving the housing units, 71 no. spaces serving the apartment units, and 23 no. spaces associated with the creche. The car parking provision includes 5 no. accessible parking spaces, comprising 2 no. spaces serving each apartment block and 1 no. space serving the crèche.

Electric vehicle charging infrastructure will be facilitated through the provision of on-curtilage EV-ready parking spaces for all housing units, with appropriate ducting and capacity provided to enable future installation of charging points in accordance with policy requirements.

Overall, the proposed car parking provision achieves an appropriate balance between applicable standards, including SPPR 3 of the Sustainable Residential Development and Compact Settlements Guidelines (2024), and the site's location, existing and future accessibility, and the range of housing typologies proposed.

#### Cycle Parking

The proposed development has been assessed in accordance with the Meath County Development Plan 2021–2027, which provides the required standard for determining cycle parking provision and ensures compliance with relevant national and local guidelines. Each housing unit benefits from private, ground-level open space, and therefore, in accordance with SPPR 4 – Cycle Parking and Storage of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, private cycle storage for individual units is not required.

Proposed cycle parking focuses on communal and visitor facilities, as well as staff and visitor parking for the on-site creche. For the residential units, 16 cycle spaces are proposed for 1-bed apartments (1 per unit) with an additional 8 visitor spaces, and 80 resident spaces for 2-bed apartments (1 per bed) with 20 visitor spaces.

The creche, serving eight staff members and approximately 60 children, is provided with 23 cycle spaces.

The total provision across the development is 147 cycle spaces. This strategy ensures adequate, accessible, and secure cycle parking for residents, visitors, and crèche users, supporting sustainable travel in line with planning standards and best practice guidance.

#### Open Space & Landscaping

The landscape strategy for the proposed development has been designed to create a high-quality, attractive and ecologically diverse residential environment that responds positively to the site's natural topography, existing landscape features and proximity to the River Boyne corridor. The strategy integrates green infrastructure, biodiversity enhancement and Sustainable Urban Drainage Systems (SuDS) within a coherent landscape framework, delivering long-term environmental, visual and recreational benefits while reinforcing the overall character and identity of the development.

The Landscape Masterplan establishes a network of interconnected and accessible open spaces distributed throughout the development. These spaces are designed to accommodate a range of recreational, social and ecological functions, providing opportunities for informal play, passive recreation, walking and community interaction. The principal public open space forms a central focal point within the scheme and incorporates natural play features, seating areas, pedestrian pathways, specimen tree planting and species-rich landscaping. The design has been informed by the principles of universal accessibility, passive surveillance and biodiversity enhancement, ensuring that the open spaces are welcoming, safe and usable for residents of all ages and abilities.



Figure 17: Landscape Masterplan. Source: Jane McCorkell Design

In accordance with DM OBJ 26 of the Meath County Development Plan, a minimum public open space provision of 15% of the net site area is required. Section 5.3.3 of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities provides for a public open space provision of between 10% and 15% of the net developable area. The net development area of the site extends to 5.648 hectares (56,480 sq.m), resulting in a public open space requirement of between 5,648 sq.m and 8,472 sq.m.

The proposed development provides approximately 8,842 sq.m of public open space across four strategically located and interconnected areas, representing 15.66% of the net site area and exceeding the minimum requirements of both national guidance and the Development Plan. In addition, a series of ancillary landscaped areas, green corridors, street trees and planting zones are provided throughout the scheme. While not included within the formal public open space calculation, these areas make a significant contribution to the visual amenity, biodiversity value and green infrastructure network of the development.

The proposed play area is integrated within the wider landscape framework and has been designed to provide safe, inclusive and stimulating play opportunities for children of varying ages and abilities. The

naturalistic design approach encourages imaginative, physical and social play while ensuring clear sightlines, passive supervision and ease of access from surrounding residential areas.

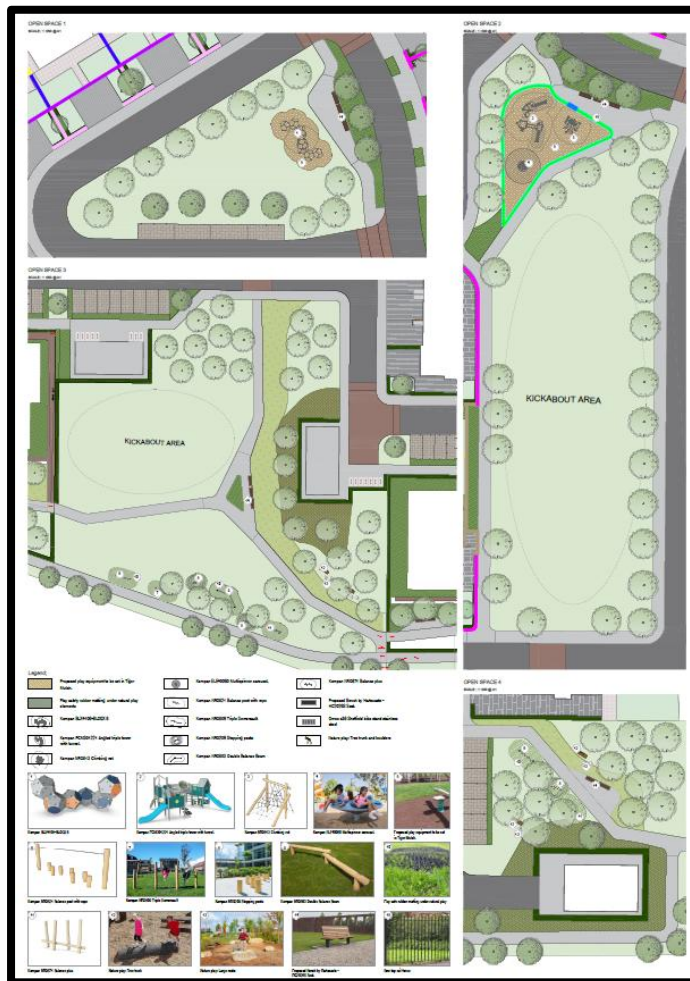


Figure 18: Proposed Open Space Strategy. Source: Jane McCorkell Design

All residential units are provided with private open space in accordance with the requirements of the Sustainable Residential Development and Compact Settlements Guidelines and the Sustainable Urban Housing: Design Standards for New Apartments. Private rear gardens are provided for all houses and exceed, in most instances, the minimum standards required, while all apartments are served by private balconies or terraces with appropriate orientation and amenity value.

Boundary treatments have been carefully considered as part of the overall landscape strategy. Existing hedgerows and trees of ecological and visual value are retained wherever practicable, while new boundary treatments are tailored to their specific context and function. A combination of walls, railings, fencing and native hedgerow planting is proposed to provide an appropriate balance between

privacy, security, natural surveillance and visual amenity, while ensuring successful integration with the wider landscape framework and surrounding environment.



Figure 19: Proposed CGI. Source Digital Dimension

### Daylight Sunlight

A Daylight and Sunlight Assessment carried out by Digital Dimensions accompanies this LRD Application. The assessment concludes that the proposed development has been designed in accordance with the recommendations of BRE Guidelines BR209:2022 and BS EN 17037:2018+A1:2021. All habitable rooms achieve the minimum daylight levels set out in BS EN 17037:2018+A1:2021, with 100% of living rooms, kitchens, living/dining/kitchen spaces and bedrooms meeting the applicable BRE-referenced daylight targets.

In addition, 100% of units achieve the recommended minimum sunlight hours to at least one habitable room. All communal and public amenity spaces receive in excess of the recommended sunlight levels. Supplementary assessment against IS EN 17037:2018+A1:2021 demonstrates a high level of daylight provision, with 100% of rooms achieving Minimum Illuminance and 96.7% achieving Target Illuminance. Overall, the assessment confirms that the development will provide high-quality daylight and sunlight throughout the scheme and that no compensatory measures are required.

## Archaeology and Cultural Heritage

The site is located in proximity to a protected structure, namely a nineteenth-century cast-iron water pump (RPS Ref. MH036-112; NIAH Ref. 14328078) situated on the opposite side of Kildalkey Road to the north of the site.

A Recorded Monument, St. Patrick's Holy Well (SMR Ref. ME036-050), is located immediately west of the site. While the recorded monument lies outside the application boundary, it is understood that the associated spring is now located within the western portion of the site, within the designated open space and SAC area. Both the recorded location of the Holy Well and the current spring location have been identified on the site layout plans. The development has been designed to avoid impacts on these heritage features and to safeguard their archaeological, cultural and environmental significance.

Archaeological test trenching was conducted on a c.7.998 ha site at Crowpark 1st Division Townland, Trim. The site, mainly rough pasture, had experienced previous ground disturbances. Initial trenching in 2016 (Licence 16E0596) involved seven trenches totalling 1805 m, revealing no archaeological features, structures, or objects.

Following pre-application consultations, additional trenching was carried out on 1st September 2025 (Licence 16E0596ext) to further assess the site. The combined assessments included desk-based research and field excavations to identify potential archaeological or heritage constraints. Key findings include:

- The site has been disturbed by topsoil removal, road construction, and imported material.
- No recorded archaeological monuments are within the site; it lies c.330 m outside Trim's archaeological potential zone (RMP 036-048).
- The nearest recorded monument is a holy well (RMP ME036-050) c.20 m west.
- No stray finds, protected structures, or archaeological features were noted on the site itself, though a water pump (RPS-MH036-112) lies just north.
- Nearby excavations have revealed buried archaeological features, including two burnt mounds on the Trim-Athboy road.
- No potential archaeological sites were identified on historic maps or OSI orthophotographs.
- Two phases of excavation on the site confirmed no significant archaeological remains.

It is recommended that no further archaeological works are required at the residential site. It is recommended that archaeological monitoring of groundworks associated with the proposed foul sewer connection be undertaken.

## Landscape and Visual / Cultural Heritage

Please refer to the Verified Views prepared by Digital Dimensions and submitted as part of this LRD application. These views illustrate that the proposed housing scheme can be appropriately accommodated on the site, taking account of the sensitivity of Trim as a historic town.



Figure 20: Verified Viewpoint locations

Viewpoint 1 was taken from the Kildalkey Road looking west towards the application site. As illustrated in the verified view below, the proposed development introduces a row of two-storey dwellings along the roadside, creating a defined urban edge. The existing view is already characterised by residential development along this section of road, and the proposed dwellings would represent a continuation of this established pattern of development.

The development would reinforce the existing streetscape by providing a more continuous built frontage and improved pedestrian connectivity through the provision of footpaths. The proposed dwellings are comparable in scale, height and design to surrounding residential development and integrate appropriately within the existing context. As such, the development would not adversely affect the character or visual amenity of the area and would be consistent with the established residential nature of the view.



Existing View



Proposed View

Figure 21: Existing and Proposed View from Kildalkey Road (View 1)

Viewpoint 2 was taken from the Kildalkey Road looking east towards the application site. As illustrated in the verified view below, the proposed development introduces a row of two-storey dwellings along the roadside, creating a defined urban edge. The existing view is already characterised by residential development along this section of road, and the proposed dwellings would represent a continuation of this established pattern of development.

This viewpoint will experience a greater degree of visual change due to the removal of a section of the existing roadside hedgerow, which currently screens the site from view. As a result, the proposed development will be more visible from this location. However, as this viewpoint is located on the approach into the town, where built development increasingly defines the character of the landscape, the introduction of a residential frontage is considered appropriate.

The proposed dwellings are comparable in scale, height and design to surrounding development and will reinforce the existing streetscape. While the visual change will be more noticeable from this location, it is not considered to adversely affect the character or visual amenity of the area.



Existing View



Proposed View

Figure 22: Existing and Proposed View from Kildalkey Road (View 2)

As illustrated in the verified view below from Jonathan Swift Street, the proposed development is not visible from this location due to distance, existing development, and intervening vegetation. Consequently, the proposal will not alter the existing view and the resulting visual impact is considered Neutral.



Existing View



Proposed View

Figure 23: Existing and Proposed View from Jonathan Swift Street (View 3)



Existing View



Proposed View

Figure 24: Existing and Proposed View from Jonathan Swift Street [Trim pitch and Putt] (View 4)

As illustrated in the verified view below from Jonathan Swift Street, the proposed development is not visible from this location due to distance, existing development, and intervening vegetation. Consequently, the proposal will not alter the existing view and the resulting visual impact is considered Neutral.



Existing View



Proposed View

Figure 25: Existing and Proposed View from Elder Grove (View 5)

Viewpoint 5 was taken from Elder Grove looking west towards the application site. As illustrated in the verified view below, the proposed development will be visible from this location due to the extension of the possible future internal road network connection, which will create a direct link between the proposed development and the existing residential estate.

The view is already characterised by modern residential development, roads, footpaths and associated infrastructure. The proposed development will appear as a natural extension of the existing estate, continuing the established residential pattern and streetscape. While the development will introduce a noticeable change to the view, it is considered appropriate within the context of the surrounding urban environment and will not adversely affect the visual amenity of the area.



Existing View



Proposed View

Figure 26: Existing and Proposed View from Watergate Bridge (View 6)

View looking west along the River Boyne. As illustrated in the verified view below, the proposed development is not visible from this location due to intervening vegetation and distance. Accordingly, there will be no discernible change to the existing view and the visual impact is considered Neutral.

## Compliance with Part V

Please refer to the ‘Part V Pack’ submitted as part of this pre-application which allocates 40 no. units as Part V units. The applicant proposes 8 No. three-bedroom townhouses (No.s 31, 47, 94, 103, 122, 123, 126 and 127) and the entire of apartment block "A" comprising No.s 129 – 160 to fulfil our Part V obligation. Apartment Block "A" comprises 16 No. one bedroom apartments and 16 No. two-bedroom apartments.

A full Part V Pack will be submitted as part of the full application.

## Response to MCC S247 Meeting Minutes

The S247 Meeting took place between the applicant’s design team and Meath County Council on the 7<sup>th</sup> of May 2025 via MS Teams.

Issues raised at the S247 Meeting are addressed as follows:

Items Raised by MCC:	Applicant Response:
<p><b>Flood Risk Assessment &amp; Management &amp; Surface Water Drainage</b></p>	
<ul style="list-style-type: none"> <li>• Site-specific flood risk assessment and hydraulic modelling required to establish Flood Zones A &amp; B, especially for potential foul pumping station.</li> <li>• Noted significant past flooding on Kildalkey Road; potential services corridor for culvert along eastern boundary may be needed (confirmation pending).</li> <li>• Hydrogeological assessment required to assess impact on “St Pat’s Well” outside site boundary.</li> <li>• Significant groundwater and 8–9 springs on site need assessment and clarification.</li> <li>• Clarification sought on whether shown slit trenches relate to archaeology.</li> <li>• Good infiltration rates should be maximized through SuDS/nature-based solutions.</li> <li>• Ensure coordination with landscape architect to make swales, SuDS features, and tree pits practicable, constructable, and maintainable.</li> <li>• Proposed foul rising main crossing river must be addressed; confirm no impact on SAC, river, or water quality.</li> </ul>	<ul style="list-style-type: none"> <li>• Site-specific Flood Risk Assessment and hydraulic modelling completed, and all residential areas located in Flood Zone C.</li> <li>• Finish floor levels raised above 1% AEP (with climate change allowance) with a small portion of open space allocated for water-compatible uses.</li> <li>• SuDS strategy includes individual soakaways, swales, permeable pavements, and grassed areas; coordinated with landscape design for constructability, maintenance, and biodiversity.</li> <li>• Groundwater and on-site springs have been assessed, whereby the design ensures no impact on sensitive hydrology, SAC, or St Pat’s Well.</li> <li>• Proposed foul rising main under River Boyne via Horizontal Directional Drill, no impact on river, SAC, or water quality.</li> <li>• Archaeological slit trenches confirmed no significant features; drainage works will not affect heritage assets.</li> <li>• Construction dewatering anticipated; mitigation measures included to minimise impacts.</li> <li>• Ongoing coordination with MCC, Irish Water, and landscape team to ensure</li> </ul>

<ul style="list-style-type: none"> <li>• Groundwater may affect construction; dewatering may be required and should be noted in environmental assessments.</li> </ul>	<p>integrated, sustainable drainage and open space design.</p>
<p><b>Traffic and Transport, DMURS, Public Lighting, etc.</b></p>	
<ul style="list-style-type: none"> <li>• Junctions to comply with the Cost and Design Manual.</li> <li>• All pedestrian crossings to include tactile paving.</li> <li>• Bicycle parking at the Creche (west side) to accommodate cargo bikes and bicycles with trailers.</li> <li>• Bicycle and bin storage required for all units without rear garden access.</li> <li>• Ensure car parking spaces are wide enough to avoid blocked parking.</li> <li>• Road markings to follow Traffic Management Guidelines.</li> <li>• Shared surface at east entrance not recommended; suggest 5–5.5m carriageway with footpath for two-way traffic and pedestrian connectivity to Kildalkey Road.</li> <li>• Narrow 4m one-way road at south end may not function effectively; suggest relocating houses to allow 5m wide road with footpath.</li> <li>• Accessible and general parking not shown for apartments; provision required.</li> <li>• EV charging to be provided.</li> <li>• Bicycle storage within apartment footprint to be secure, include cargo bikes and trailers, with locks and CCTV.</li> <li>• Pedestrian connection in south-east needs linking to existing eastern path.</li> <li>• Windy footpath through green area may be impractical.</li> <li>• Roads on layout maps should be numbered.</li> <li>• Footpaths appear 2m wide; allow space for additional grass verge per DMURS</li> <li>• Ensure turn heads accommodate bin lorries; submit swept path audit.</li> <li>• Road connection to Eldergrove narrower than existing; narrow road signage required.</li> </ul>	<ul style="list-style-type: none"> <li>• Site access junctions from Kildalkey Road are designed in accordance with DMURS and the requirements of Meath County Council.</li> <li>• All pedestrian crossings include tactile paving in accordance with accessibility standards.</li> <li>• Cycle parking is provided at the crèche</li> <li>• Apartments are provided with internal bicycle and bin storage, houses are served by private rear gardens.</li> <li>• Car parking bay dimensions comply with standards and allow for safe access without blocked parking.</li> <li>• Road markings accord with the Traffic Signs Manual and Traffic Management Guidelines.</li> <li>• Internal road widths have been designed to accommodate traffic and servicing requirements.</li> <li>• Apartment parking, including accessible spaces, is provided within the overall parking provision.</li> <li>• EV-ready infrastructure is incorporated within the parking layout.</li> <li>• Apartment cycle storage is secure and designed to accommodate larger bicycles where required.</li> <li>• Pedestrian and cyclist connections are provided to Elder Grove and facilitate linkage to existing paths.</li> <li>• Pedestrian routes through green areas form part of the integrated movement and landscape strategy.</li> <li>• Roads are clearly identified and numbered on the layout drawings.</li> <li>• The main vehicular access to the proposed development will be provided via Kildalkey Road. Additional there are two potential vehicular access routes provided on the west side of the development.</li> <li>• The internal roads have been designed to comply with DMURS as required by the County Development Plan. The internal roads generally vary between 4.8m and 5.5m in width. All footpaths are 2.0m wide and connect the internal spaces.</li> </ul>

	<ul style="list-style-type: none"> <li>• Turning heads are designed to accommodate refuse vehicles, as demonstrated by swept path analysis.</li> <li>• The road connection to Elder Grove reflects the existing network, with appropriate signage where widths reduce.</li> </ul>
<p><b>Zoning, Phasing, Core Strategy, Density provisions of the MCDP</b></p>	
<ul style="list-style-type: none"> <li>• Site has previous residential permission; lands zoned A2 New Residential; proposal acceptable in principle. Core Strategy capacity for Trim must be clearly demonstrated.</li> <li>• Density is 33 units/ha (180 units / 5.52ha), within MCC policy range of 30–50; to comply with DM OBJ 14.</li> <li>• Detached houses fronting Kildalkey Road create strong streetscape on northern boundary.</li> <li>• One-way access for Creche is acceptable.</li> <li>• Corner units to be dual fronted with minimal overlooking; walls to support active streetscape.</li> <li>• Dual frontage to be provided at key locations.</li> <li>• Public open space along spine requires passive/active surveillance; spaces to be functional, including kick-about areas.</li> <li>• Design Statement to be submitted in line with DM OBJ 13, detailing character zones, materials, and overall design approach.</li> <li>• Consider safe and secure design criteria per Section 11.5.30 of Development Plan in overall layout.</li> <li>• Layout to consider impact on adjoining existing residences.</li> <li>• Confirm whether standard house designs from previous applications are being used or upgraded/modified.</li> </ul>	<ul style="list-style-type: none"> <li>• The site is primarily zoned A2 New Residential; the proposal is acceptable in principle. Core Strategy capacity for Trim is set out in the Planning Statement of Consistency.</li> <li>• The proposed density is 33 units/ha (180 units / 5.52ha), within MCC policy range of 30–50, in compliance with DM OBJ 14.</li> <li>• Detached houses fronting Kildalkey Road provide a strong streetscape along the northern boundary.</li> <li>• Detached houses front Kildalkey Road along the northern boundary.</li> <li>• Corner units are dual fronted with minimal overlooking.</li> <li>• Dual frontage is provided at key locations.</li> <li>• Public open space along the spine is designed to include kick-about areas.</li> <li>• Design Statement required in line with DM OBJ 13, detailing character zones, materials, and overall design approach.</li> <li>• Layout considers safe and secure design criteria per Section 11.5.30 of the Development Plan.</li> <li>• Layout considers the impact on adjoining existing residences.</li> </ul>
<p><b>Design, Unit Mix, Residential Amenity, Compliance with standards, Childcare etc.</b></p>	
<ul style="list-style-type: none"> <li>• Unit topology: 228 houses and 52 apartments; breakdown to be provided with rationale for house sizes and acceptable mix as per DM POL 6.</li> <li>• All apartments/duplexes to meet minimum standards under Sustainable Urban Housing: Design Standards for New Apartments (2023); houses to comply with Quality Housing for Sustainable Communities (2007).</li> <li>• Housing units to be numbered to align with schedule for clarity.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed development comprises 184 units: 128 houses and 56 apartments. The houses include: 19 detached 4-bed, 9 semi-detached/end-terrace 4-bed, 4 detached 3-bed, 43 semi-detached/end-terrace 3-bed, and 53 mid-terrace 3-bed. Apartments include 40 2-bed and 16 1-bed units. This mix provides a combination of family homes and smaller apartment</li> </ul>

<ul style="list-style-type: none"> <li>• Phasing plan to be provided (1–3 phases); Creche to be included in Phase 1.</li> <li>• Site coverage and plot standards to be provided as per DM OBJ 15 and DM OBJ 16.</li> <li>• Separation distances of 16m throughout; clearly identified per DM OBJ 18, 19, and 20. Check existing windows at Unit 1 (north-east corner) and separation.</li> <li>• Creche to comply with Development Plan policies; meet minimum floor standards and be appropriately sized; provide justification for size and number of children.</li> <li>• EV charging points to be provided for residential development in accordance with DM OBJ 24.</li> </ul>	<p>units to cater to a range of household types, consistent with DM POL 6.</p> <ul style="list-style-type: none"> <li>• All units are to be numbered in accordance with the schedule for clarity.</li> <li>• All apartments meet the minimum standards under Sustainable Urban Housing: Design Standards for New Apartments (2025). All houses comply with Quality Housing for Sustainable Communities (2007).</li> <li>• The proposed creche is 206.75 m<sup>2</sup> with 280 m<sup>2</sup> of associated open space, accommodating approximately 55 children, exceeding the expected requirement for the development. The creche is located at the western entrance of the site.</li> <li>• Public open space totals 7,963 m<sup>2</sup> (14.4% of the net site area), and private open space is provided to all dwellings in accordance with national standards.</li> <li>• The layout incorporates separation distances, building orientation, and overlooking to protect residential amenity. The report notes that the layout transitions southwards and apartments are positioned to maximise daylight, views, and privacy.</li> <li>• Site coverage, plot sizes, and character areas are arranged to respond to the site topography, River Boyne corridor, and surrounding context, in line with relevant planning policies (DM OBJ 15, DM OBJ 16).</li> <li>• The development is structured with a clear internal street hierarchy and pedestrian/cycle connections, including to the adjoining Elder Grove development.</li> <li>• Car parking provision totals 344 spaces, with 2 per house, 1 per apartment, plus visitor and creche spaces.</li> <li>• Cycle parking provision totals 134 spaces across apartments, visitors, and creche users.</li> </ul>
<p><b>Landscape Strategy &amp; Management, Amenity Space, etc.</b></p>	
<ul style="list-style-type: none"> <li>• Private open space policies to be included in the Schedule of Accommodation and Housing Quality Assessment.</li> </ul>	<ul style="list-style-type: none"> <li>• Private open space is provided in line with development standards and included in the housing assessment.</li> </ul>

<ul style="list-style-type: none"> <li>• Public open space to provide at least 15%; must be usable and functional, with breakdown provided for each phase.</li> <li>• Private amenity/open space to comply with DM POL 7 and DM OBJ 26.</li> <li>• Open space locations acceptable: easily accessible, passive surveillance, buildings fronting onto it; public open space breakdown to be clearly shown on the map.</li> <li>• Boundary treatments to comply with DM POL 9, DM OBJ 28, and DM OBJ 29.</li> <li>• Bin storage to comply with DM OBJ 52, 53, 54; only durable materials to be used (plastic not acceptable).</li> <li>• Landscaping to integrate with F1 Open Space and H1 High Amenity zones; ensure smooth transition, pedestrian connectivity, minimal intervention in H1 to protect biodiversity.</li> <li>• Clear proposals required for managing high amenity area.</li> <li>• Review S.I. 520 of 2023 for in-building telecommunications in Multi Dwelling Units; provide proposals.</li> <li>• Public lighting to be provided to all public spaces and road frontages, designed per MCC Public Lighting Technical Specification; landscaping must not conflict.</li> <li>• Flooding and potential ecological issues on site must be addressed with clear proposals.</li> </ul>	<ul style="list-style-type: none"> <li>• Public open space is 14.4%, functional, accessible, and distributed across the site.</li> <li>• Private amenity and open space are designed to meet relevant policy standards.</li> <li>• Open spaces are easily accessible, visible from surrounding buildings, and safely integrated.</li> <li>• Boundary treatments are durable and functional, defining spaces appropriately.</li> <li>• Bin storage is designed for practicality and durability.</li> <li>• Landscaping connects with surrounding areas, maintains pedestrian routes, and minimises intervention in sensitive zones.</li> <li>• High amenity areas are managed to protect biodiversity while allowing recreational use.</li> <li>• Public lighting is provided along roads and open spaces without conflicting with landscaping.</li> <li>• Flooding and ecological issues have been considered in the design with appropriate management measures.</li> </ul>
<b>Social Infrastructure Assessment</b>	
<ul style="list-style-type: none"> <li>• 15–30% of dwellings/apartments to be Age Friendly as per Variation No. 3 of the Development Plan; proposals to be included in the Universal Design Statement.</li> <li>• Creche to be appropriately sized for the development and included in Phase 1.</li> <li>• Social Infrastructure Audit to address school and GP capacity in Trim.</li> <li>• Review Development Management Standards and ensure all relevant headings and documentation are submitted.</li> </ul>	<ul style="list-style-type: none"> <li>• Universal Design / Age Friendly units will be provided, consistent with policy requirements.</li> <li>• A creche is included in the development, sized to accommodate the expected demand from residents.</li> <li>• Social infrastructure assessment has considered nearby schools and GP services in Trim. A full Social Infrastructure Audit will be submitted with the Stage 3 application.</li> <li>• All relevant development management standards and documentation will be addressed in the application.</li> </ul>
<b>Water Supply and Water Treatment</b>	

<ul style="list-style-type: none"> <li>• Connection details from Irish Water required for wastewater and surface water discharge.</li> <li>• Applicant may need further meetings with Irish Water to consider Options A and B; if Option B (horizontal directional drilling) is preferred, assess potential impacts on River Boyne and River Blackwater SAC/SPA.</li> <li>• Applicant to liaise with MCC on preferred option, providing justification and rationale, including why Option A may be unsuitable; Irish Water input required to support the chosen option.</li> </ul>	<ul style="list-style-type: none"> <li>• Connection to Irish Water infrastructure will be provided for wastewater and surface water.</li> <li>• Potential options for connection, including horizontal directional drilling, have been considered.</li> <li>• The chosen approach will be coordinated with Meath County Council and Irish Water, with rationale and justification documented.</li> <li>• Refer to the relevant reports for detailed information, including ecological, transport, flood risk, design, heritage, hydrogeology, and spring assessments.</li> </ul>
<b>Housing Part V/ LDA (Part 9), Universal Design</b>	
<ul style="list-style-type: none"> <li>• Demand in Trim is primarily for 1- and 2-bed units.</li> <li>• Part V provision to be divided between Social and Affordable housing: Social – 1 &amp; 2 beds; Affordable – 3 beds.</li> <li>• With 180 units proposed, this equates to at least 36 units plus additional from apartments.</li> <li>• MCC prefers to take a whole block for easier management; minimum 10% Part V required, aiming for maximum affordable units.</li> <li>• Universal Design/Age Friendly units acceptable, targeting 55+ demand.</li> <li>• Recommended that affordable units are delivered in later phases.</li> </ul>	<ul style="list-style-type: none"> <li>• Please refer to the 'Part V Pack' submitted as part of this pre-application which allocates 40 no. units as Part V units. The applicant proposes 8 No. three-bedroom townhouses (No.s 31, 47, 94, 103, 122, 123, 126 and 127) and the entire of apartment block "A" comprising No.s 129 – 160 to fulfil our Part V obligation. Apartment Block "A" comprises 16 No. one bedroom apartments and 16 No. two-bedroom apartments.</li> <li>• A full Part V Pack will be submitted as part of the full application.</li> </ul>
<b>Cultural Heritage – Archaeology</b>	
<ul style="list-style-type: none"> <li>• Archaeological assessment to be carried out.</li> <li>• Previous excavations were done as part of the 2017 application.</li> <li>• Recommendation for two additional test trenches to complete prior work and confirm no significant archaeological issues on site.</li> </ul>	<ul style="list-style-type: none"> <li>• Refer to the Archaeological Report (Archer Heritage 2025). Archaeological test trenching was carried out, including initial trenches in 2016 and additional trenching in 2025. The assessments, which combined desk-based research and field excavations, found no significant archaeological features, structures, or objects on the site. The site has been subject to prior disturbance, no recorded monuments lie within it, and nearby archaeological features were noted but are outside the site boundary. The report concludes that the proposed development does not present significant archaeological</li> </ul>

	constraints, with recommendations for mitigation detailed in the report.
<b>EIA, AA &amp; other Environmental Assessments</b>	
<ul style="list-style-type: none"> <li>• A Natura Impact Statement (NIS) required due to proximity to River Boyne and River Blackwater SAC/SPA; foul water connection to be considered within the NIS.</li> <li>• All ecological surveys to be carried out in the appropriate season, including breeding birds (Kingfisher), mammals (Otter), and bats.</li> </ul>	<ul style="list-style-type: none"> <li>• Refer to the Ecological Letter (Altemar 2025). Altemar Ltd, the appointed ecologists, provide a summary of ecological surveys completed to date and those proposed. These surveys will inform the assessment of habitats and species, including those of conservation importance, for the final planning submission.</li> </ul>

## Statement of Response to Meath County Council LRD Opinion

A Section 32C pre-planning consultation meeting with Kildare County Council took place on the 14<sup>th</sup> January 2026 via Microsoft Teams. Following on from this, Kildare County Council issued an Opinion under Section 32D.

This opinion advised that;

*“Following consideration of the issues raised during the consultation process, the Planning Authority is of the opinion that the documentation submitted requires further consideration and/or amendment to constitute a reasonable basis for an application for permission for the proposed LRD under section 34 of the Act.”*

*In the opinion of the Planning Authority, the following issues need to be addressed in the documents submitted to which section 32B of the Act relates, that could result in them constituting a reasonable basis for an application for large-scale residential development:*

- 1. The Applicant is required to prepare a Natura Impact Statement (NIS) for the proposed development.*

*An NIS is required due to the proposed directional drilling of a HDPE foul water rising main under the River Boyne from the site. Other surveys and assessments should inform the NIS.*

*\*The Planning Authority wishes to strongly advise the Applicant that they should exhaust all other alternatives regarding wastewater treatment and the pumping of wastewater off site rather than drilling beneath the neighbouring designated sites.\**

- 2. The Applicant is required to amend the site layout so as to accommodate the provision of a services corridor and surface water culvert through the site.*

*This point was raised during the S247 meeting on 07/05/2025, and it was conveyed to the Applicant that this would potentially be required. This point was not addressed by the design team in the submitted documents for the S32(b) LRD Opinion meeting on 14/01/2026.*

*The design of the services corridor and culvert shall be agreed in writing with the Planning Authority prior to the lodgement of any LRD application.*

Furthermore, pursuant to article 16A (7) of the Planning and Development Regulations 2001- 2025, the prospective Applicant is hereby notified that, in addition to the requirements as specified in articles 20A, 22 and 23, the following specific information should be submitted with any application for permission:”

LRD Opinion	Response
<b>1.1 Zoning/ Density/ Phasing</b>	
<p>a) Statement of Consistency - The Applicant should submit an updated Statement of Consistency which examines all relevant policy including other relevant Section 28 Guidelines and guidance including the Design Manual for Urban Roads and Streets 2019, Best Practice Guidelines - Quality Housing for Sustainable Communities, The Planning System and Flood Risk Management (2009), Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities (2009), Planning Design Standards for Apartments (2025), etc.</p>	<p>An updated Statement of Consistency prepared by McGill Planning accompanies this response and addresses all relevant national, regional and local planning policy, including the Section 28 Guidelines referenced in the Request for Further Information. The Statement of Consistency specifically considers, the Design Manual for Urban Roads and Streets (DMURS), Best Practice Guidelines – Quality Housing for Sustainable Communities, The Planning System and Flood Risk Management (2009), Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2009), and the Planning Design Standards for Apartments (2025).</p> <p>The design team has also reviewed the proposed development against the relevant requirements and LRD recommendations contained within these documents, and the submitted design, layout, movement strategy, residential amenity provision and supporting technical assessments demonstrate compliance with the applicable policy framework.</p>
<p>b) Core Strategy – While the availability in the housing allocation figures is noted, the Applicant is advised to refer to same in the application documents, further inferring their compliance with same as outlined in the Meath County Development Plan 2021- 2027 Core Strategy.</p>	<p>The Applicant notes the Planning Authority's comments regarding the Core Strategy and has addressed this matter within this planning report.</p> <p>In summary, Trim is identified within the Meath County Development Plan 2021–2027 as a Self-Sustaining Growth Town and is assigned a significant role in accommodating future population and housing growth within County Meath. The Core Strategy projects a population of 11,444 persons for Trim by 2027 and provides for the delivery of 1,333 additional housing units during the Development Plan period.</p> <p>A review of housing delivery within the settlement indicates that approximately 437 extant residential units remain available within</p>

	<p>the existing planning pipeline. The proposed development will therefore make a meaningful contribution towards meeting the housing requirements identified for Trim under the Core Strategy and Settlement Strategy.</p> <p>The proposed development comprises 183 residential units on lands zoned A2 – New Residential within the settlement boundary of Trim. The site represents a logical and sequential extension of the existing built-up area and is located within walking and cycling distance of the town centre, schools, community facilities, employment opportunities and public transport services.</p> <p>Having regard to the housing allocation for Trim, the availability within the remaining housing pipeline, the zoning of the subject lands and the strategic role of Trim as a Self-Sustaining Growth Town, it is considered that the proposed development is fully consistent with the Core Strategy and Settlement Strategy of the Meath County Development Plan 2021–2027 and will contribute positively towards achieving the population and housing growth objectives for the town.</p>
<p>c) Zoning – Prior to lodging an application, the Applicant is invited to submit a site layout so that it can be checked against MCDP zoning to highlight any zoning objective inconsistencies where relevant (i.e. residential development being proposed on residential zoned parts of the site, etc.).</p>	<p>Noted. The proposed development has been designed having regard to the zoning framework set out in the Meath County Development Plan 2021–2027. All residential development, the childcare facility and associated infrastructure are located within lands zoned A2 – New Residential, in accordance with the objective to provide for new residential communities and associated neighbourhood facilities. Lands subject to alternative zoning objectives, including the H1 – High Amenity lands associated with the River Boyne corridor, are excluded from built development and retained in accordance with their respective zoning objectives.</p> <p>The relationship between the proposed development and the applicable zoning objectives is illustrated on the Site Designations Site Location Map (Drawing No. 24004-AR-101) and the Site Layout Plan with Site Designations Overlay (Drawing No. 24004-AR-140) submitted with the application.</p>

<p>d) Density – Density must be clarified in the LRD application along with gross site area and net developable site area.</p>	<p>The proposed development comprises 183 no. residential units on a net developable site area of 5.648ha, resulting in a net density of 32.4 dwellings per hectare (dph).</p> <p>This density is within the range of 30–50 dph set out in the <i>Sustainable Residential Development and Compact Settlements Guidelines (2024)</i> for settlements categorised as Key Town / Large Town – Suburban/Urban Extension. The proposed density is therefore considered appropriate in the context of national planning policy and the site’s urban edge location.</p> <p>The relevant site areas are as follows:</p> <ul style="list-style-type: none"> <li>• Gross site area: 6.087ha</li> <li>• Net developable area: 5.648ha</li> <li>• Total residential floor area (GFA): 20,980.13m<sup>2</sup></li> <li>• Density: 32.4 dph (net)</li> </ul> <p>The development achieves an efficient use of serviced land while maintaining an appropriate scale and layout in response to surrounding development context.</p>
<p>e) Phasing – The Applicant must present a phasing plan for the development. The Applicant must demonstrate that all necessary infrastructure can be delivered as part of this application. This includes roads, water and wastewater, etc. The crèche must be delivered within Phase 1 of development and prior to the occupation of any dwelling.</p>	<p>Noted. A Phasing Plan has been prepared and submitted with the application. The phasing strategy demonstrates that all infrastructure necessary to support the proposed development, including roads, water services, wastewater infrastructure and associated utilities, will be delivered in tandem with the development phases to ensure the orderly and sustainable completion of the scheme.</p> <p>Phase 1 includes the delivery of the childcare facility (creche), the foul sewer pumping station, the Horizontal Directional Drill (HDD) crossing beneath the River Boyne, and the associated connection works to the public sewer network on the southern side of the River Boyne. In accordance with the Planning Authority's recommendation, the creche will be delivered as part of Phase 1 and prior to the occupation of any dwelling.</p> <p>The proposed phasing arrangements are illustrated on Architect's Drawing No. 24004-AR-130 (Proposed Phasing Site Layout).</p>
<p><b>1.2 Design, Layout including Residential Unit Mix</b></p>	
<p>a) Connectivity/ Permeability – The Applicant shall demonstrate that the proposal integrates</p>	<p>A comprehensive approach to permeability and connectivity has been incorporated into the</p>

<p>with its surroundings and there is a high level of connectivity and permeability through and around the site to facilitate sustainable travel and movement. A clear interface must be presented between proposed and adjoining lands, including existing/ permitted developments and proposed infrastructure (live application). The Applicant is advised to provide several contiguous elevations and CGIs to illustrate this aspect and viewpoints from the surrounding area, and within the site.</p>	<p>design. A Permeability &amp; Connectivity Plan has been prepared and is submitted under Architect’s Drawing No. 24004-AR-122, demonstrating clear pedestrian and vehicular linkages through the site and integration with surrounding development.</p> <p>To further illustrate the relationship between the proposed scheme and adjoining lands, contiguous elevations have been prepared and are included on Architect’s Drawing Nos. 24004-AR-150 and 24004-AR-151. These drawings demonstrate a coherent and active frontage, ensuring a clear interface between the proposed development and existing/proposed neighbouring uses, including live and permitted schemes.</p> <p>In addition, a suite of CGIs has been produced by Digital Dimensions, providing internal and external perspectives of the development. These visuals illustrate the quality of public realm, internal connectivity, and legibility of movement routes throughout the site.</p> <p>To support assessment of the proposal within its wider context, Verified Views have also been prepared by Digital Dimensions. These include key vantage points from the surrounding area, including the protected view from the bridge to the east, demonstrating how the development integrates within its broader setting.</p>
<p>b) Design Statement – The Applicant is advised to submit a Design Statement which addresses the criteria in the Urban Design Manual, as per DM OBJ 40 of the MCDP 2021-2027.</p>	<p>A Design Statement has been prepared by the project architect, Ivan O’Daly, and is submitted with the application.</p> <p>The Design Statement addresses the criteria set out in the Urban Design Manual and demonstrates how the proposed development responds to DM OBJ 40 of the Meath County Development Plan 2021–2027, including the key principles of good urban design, site context, legibility, connectivity, and residential amenity.</p>
<p>c) Design Issues – There must be visual interest within the site, key focal points, character areas for placemaking/ providing a sense of place, etc. A variety of building types and heights, hard/ soft landscaping finishes are required, and the massing, scale and form of the proposed development must be appropriate to the site.</p>	<p>The proposed development has been designed to provide visual interest, a clear sense of place, and a high-quality residential environment. Key focal points are introduced throughout the layout, supported by a considered approach to massing, scale and built form, ensuring appropriate transitions in height and a coherent overall structure appropriate to the site context.</p>

There must be a flexible mix of housing sizes, types and designs. High-quality designs with a mix of high-quality finishes are required within the proposal. Open space must be usable and not limited to pocket parks and located where the maximum number of residents can benefit from it.

The residential units should be designed to ensure there is a good mix of tenure, that there are dual aspect structures, dual frontage design is presented at junctions, an avoidance of blank walls at key locations and there is a strong roadside presence (road/ street frontage).

The design responds to the site's natural fall in levels from north to south, with earthworks minimised insofar as practicable to retain existing ground levels, reduce visual impact and protect hydrological sensitivities. Lower-density housing is located on higher ground, while increased building heights are accommodated towards the southern portion of the site, where lower levels allow apartment buildings to be integrated into the landscape without adverse visual impact. The River Boyne corridor is retained as a key landscape and amenity feature, with a generous buffer provided to protect its ecological, flood risk and amenity value.

The scheme is organised into three distinct character areas, providing both variety and coherence. Character Area 1 comprises two-storey detached dwellings fronting Kildalkey Road, forming a strong and consistent street edge that reflects the surrounding context. Character Area 2 forms the central portion of the site and accommodates a varied mix of housing types and sizes, unified through a consistent material palette. Character Area 3 is located to the south and accommodates two four-storey apartment buildings, positioned at lower levels and carefully oriented to maximise daylight, residential amenity and views towards the River Boyne.

A flexible mix of housing types, sizes and tenures is provided, supporting a balanced residential community. High-quality materials and finishes are used throughout, with variation in articulation and form.

Open space is centrally integrated within the layout, designed to be usable, well-overlooked and accessible to the maximum number of residents, rather than being limited to incidental areas.

Residential units are designed to a high standard, incorporating a strong proportion of dual-aspect dwellings. Dual-frontage design is provided at key corners and junctions, with a clear avoidance of blank elevations and the provision of strong active street frontages throughout.

<p>d) All corner units (within blocks) must be dual fronted, and the design must ensure that adjoining rear gardens are not directly overlooked to the detriment of the privacy of the occupants of adjoining residences.</p>	<p>Noted. All corner units within the proposed development are designed to be dual-fronted, ensuring active elevations to both street edges and a strong architectural presence at key junctions.</p> <p>The layout has been carefully designed so that corner units are arranged in-line with adjoining dwellings, with rear garden relationships organised on a side-by-side and/or back-to-back basis. This configuration ensures that adjoining rear gardens are not directly overlooked, thereby protecting residential privacy.</p> <p>In addition, semi-detached dwellings 37–40 (which also function as corner units) have been specifically designed with no habitable first-floor rooms to the rear elevation, further eliminating potential overlooking of the rear gardens of houses 68 and 81.</p> <p>All dwellings have been designed in accordance with applicable standards, including the Sustainable Residential Development in Urban Areas – Guidelines and the Design Standards for New Apartments, ensuring appropriate separation distances, privacy protection, and context-sensitive internal layouts throughout the scheme.</p>
<p>e) Entrances to the site/boulevard routes should not feature a range of blank walls associated with private rear gardens.</p>	<p>The design avoids blank walls along site entrance and boulevard routes. Where private rear gardens interface with the public realm, landscaped strips and recesses are provided to ensure visual interest, soften boundaries and maintain a high-quality streetscape.</p> <p>There are no inactive or blank elevations along these routes. Further detail is set out in the Landscaping Pack prepared by Jane McCorkell, Landscape Architect.</p>
<p>f) Throughout the scheme, active frontage must be enhanced, i.e. not windows/ additional bricks, there should be visible protrusion and G.F./ F.F. level and the ability for passive supervision of pathways at F.F. level, etc. Dual frontage design must be addressed.</p>	<p>Noted. Active frontage has been enhanced throughout the scheme to ensure strong natural surveillance and a high-quality streetscape. A number of dual-frontage house types (A-DF, C-DF, Cs-DF and H-DF) have been revised to introduce greater architectural articulation, including visible protrusions and improved ground and first-floor engagement with the public realm.</p>

	<p>Bespoke dual-frontage house types B-DF and D already provide appropriate active frontage and have not required revision. These units, together with the revised typologies, ensure continuous passive supervision of streets and pedestrian routes throughout the scheme.</p> <p>Further detail is provided on Architect's Drawing Nos. 24004-AR-205, 206, 210, 212, 213 and 214.</p>
<p>g) Bin/Cycle Storage – Dedicated, safe and secure bin and bicycle storage to be provided for all units. Storage units to be provided to the front of dwellings where rear access is not available.</p> <p>Elevations and plans of bicycle and bin structures are to be provided and must be secured, comprise good design, incorporate durable/ solid construction materials (e.g. brick, etc.), be covered and screened (waste stores).</p>	<p>Secure bin and bicycle storage has been provided for all units within the scheme. Mid-terraced and split-level houses are provided with front bin storage where required (see Architect's Drawing No. 24004-AR-216). The layout has been revised to provide shared access lanes to terraced units, ensuring all mid-terrace dwellings now have rear access, allowing bicycle storage within private rear gardens. All end-terrace, semi-detached and detached houses also benefit from independent rear access for secure bin and bicycle storage.</p> <p>Each apartment block is provided with dedicated, secure bin and bicycle storage buildings, located close to entrances and designed to integrate with the overall architectural palette (see Architect's Drawing Nos. 24004-AR-320 and 24004-AR-321).</p>
<p>h) Separation Distances – The Applicant is advised to consider the separation distances within the development and seek to minimise the impact on privacy, etc. The Applicant is advised to ensure that required separation distances are adhered to in the final iteration of the site layout submitted with any future planning application as per the Compact Settlement Guidelines 2024. Privacy of adjoining residential units (and associated private amenity spaces) must be considered throughout the scheme and addressed, particularly at the corner of each cell. The Applicant is advised to avoid providing an ensuite at FFL in the front elevation, with frosted glass detracting from the overall design. Separation distances shall be illustrated on a site layout drawing.</p>	<p>The site layout has been revised to ensure compliance with DM OBJ 18–21 of the Meath County Development Plan and SPPR 1 of the Compact Settlement Guidelines 2024. A minimum separation of 16m between directly opposing first-floor habitable room windows is provided throughout the scheme, as shown on the Separation Distance Overlay Plan (Drawing No. 24004-AR-144), ensuring protection of privacy and residential amenity.</p> <p>In addition, a minimum 2.3m separation is provided between dwellings for the full length of the gable of all detached, semi-detached and end-of-terrace houses in accordance with DM OBJ 21. Privacy for adjoining units and private amenity spaces has been carefully considered throughout the layout, with particular attention to corner conditions and interface areas.</p> <p>Frosted glazing has been removed from all front elevations to ensure a consistent high-quality design approach. Separation distances and</p>

	<p>compliance with the relevant standards are demonstrated on Architect's Drawing Nos. 24004-AR-112, 113, 114 and 24004-AR-144.</p>
<p>i) Boundary treatment – Boundary treatment must be in accordance with MCDP Chapter 11 Boundary Treatments. Open plan layouts at the front of dwelling houses are not acceptable. The crèche must have secure play areas.</p> <p>Front boundaries where proposed shall be defined by walls or fences at least 0.5 metres high in keeping with the house design and to a uniform scheme design. Boundaries between the rear of proposed dwellings and boundaries within the development shall be a minimum of 1.8 metres high and shall be constructed as capped, rendered concrete block or brick walls, to ensure privacy, security and permanency. To encourage the use of measures specifically designed to enhance wildlife in residential schemes such as gaps/holes, should be considered and incorporated into boundary treatments to allow for passage of all wildlife including hedgehogs, bat boxes and swift bricks/boxes.</p>	<p>All boundary treatments have been designed in accordance with Chapter 11 of the Meath County Development Plan, with particular regard to privacy, security and visual continuity. There are no open-plan front garden layouts within the scheme.</p> <p>Front boundaries are defined by a combination of low walls, railings and hedging (minimum approximately 0.5m–1.0m), designed to provide definition while maintaining a high-quality, cohesive streetscape in keeping with the overall architectural design.</p> <p>Rear garden boundaries within the development are generally provided as 1.8m–2.0m high durable treatments, typically comprising capped, rendered concrete block or brick walls, with alternative robust materials (including concrete post and panel or timber fencing) used where appropriate in accordance with Section 11.5.13 of the MCDP and existing site context, including retention of existing hedgerows and trees where required (refer Arborist Report).</p> <p>Full details are set out in Landscape Architect Drawing No. PP507-02-02 and the associated Landscape Report.</p>
<p>j) Building Height - Please address all SPPR requirements of the Building Heights Guidelines. It is advised that the height of the structures at the end of some of the housing blocks could be raised to frame the cell and create greater visual interest in the scheme.</p>	<p>The proposed development has been assessed against the requirements of the Urban Development and Building Heights Guidelines for Planning Authorities (2018) and is considered compliant with the relevant SPPRs. The development includes two apartment buildings of up to four storeys, positioned on the lower southern portion of the site to minimise visual impact while supporting compact growth objectives. The Design Team considered the suggestion to increase the height of certain elements to provide additional visual interest; however, it was concluded that the proposed building heights represent the most appropriate response to the site's context, topography and surrounding residential character. Further detail regarding compliance with the Building Height Guidelines is provided in the Statement of Consistency below.</p>

<p>k) Daylight/ Sunlight Analysis - A Daylight/ Sunlight Analysis (as per BRE Guidelines Ed. 3 (BRE 209) June 2022) should be submitted which considers the impact assessment and scheme performance. The Applicant is requested to clarify the details presented in the final assessment (e.g. Table 9 and Section 6.3 of the preliminary assessment – as per Appendix B). Non-compliance should be avoided where possible by a redesign of structures. If not possible a detailed justification accompanied by suitable compensatory measures must be provided.</p>	<p>A Daylight and Sunlight Assessment prepared by Digital Dimensions accompanies the application, undertaken in accordance with BRE Guidelines BR209:2022 and BS EN 17037:2018+A1:2021. The assessment confirms that all habitable rooms within the proposed development achieve the minimum target daylight levels set out in BS EN 17037:2018+A1:2021.</p> <p>All 152 habitable rooms assessed achieve the Minimum Illuminance standard, demonstrating strong overall daylight provision throughout the scheme. The assessment also confirms compliance with the relevant BRE guidance and concludes that the development provides a high level of daylight and sunlight amenity across all units and communal spaces.</p>
<p>l) Visual Impact - The Applicant is advised to address the visual impact of the proposed development on the area, providing contiguous elevations and CGIs with viewpoints from the surrounding area. A robust assessment of visual impact is required as urbanisation of this area will have a significant visual impact.</p>	<p>The visual impact of the proposed development has been comprehensively assessed as part of the application. A series of Verified Views, CGI images and photomontages prepared by Digital Dimensions accompany the application and assess the visibility of the proposed development from a range of representative viewpoints within the surrounding area, including Kildalkey Road, Elder Grove, Jonathan Swift Street, Trim Pitch and Putt and Watergate Bridge.</p> <p>The assessment demonstrates that the proposed development can be appropriately accommodated on the site and will not result in significant adverse visual effects. The development has been designed to respond to the site's topography, with the taller apartment buildings positioned on the lower southern portion of the site to minimise visual prominence. The proposed housing frontage along Kildalkey Road reinforces the existing urban edge and represents a natural extension of the established residential pattern of development in this area.</p> <p>The visual assessment concludes that, while the development will be visible from certain locations, including Kildalkey Road and adjoining residential areas, it integrates appropriately with the existing urban context and does not adversely affect the character or visual amenity of the area. The submitted Verified Views, CGI images and photomontages provide a robust</p>

	<p>assessment of visual impact and demonstrate that the proposed development is visually acceptable. Further detail is contained within the Landscape and Visual Impact Assessment and accompanying Verified Views.</p>
<p>m) The Applicant is required to provide a detailed breakdown of each unit in a Housing Quality Assessment as part of the LRD Application, which demonstrates that all standards as per 2007 Quality Housing and Compact Settlement Guidelines, MCDP, etc. have been achieved.</p>	<p>A detailed Housing Quality Assessment (HQA) has been prepared and submitted as part of the LRD application (Document Ref. 24004-AR-HQA), demonstrating compliance of all house types with the relevant standards of the Quality Housing for Sustainable Communities Guidelines (2007), the Compact Settlement Guidelines, and the Meath County Development Plan.</p> <p>In addition, an Apartment Quality Assessment (AQA) has been prepared (Document Ref. 24004-AR-AQA) confirming that the apartment units comply with the Design Standards for New Apartments (as amended), the Compact Settlement Guidelines, and the Meath County Development Plan.</p> <p>Both assessments provide a full unit-by-unit breakdown confirming that the proposed residential accommodation achieves the required quantitative and qualitative standards.</p>
<p>n) Unit Mix/ Type - Provide justification for the proposed unit mix in accordance with DM OBJ 13, considering the tenure needs within the surrounding area, with respect to current market conditions and demands with reference to recent reports, etc.</p>	<p>A justification of the proposed unit mix has been prepared by Hora Property Consultants and is included in the Design Statement (Page 26), in accordance with DM OBJ 13 of the Meath County Development Plan.</p> <p>The proposed development is primarily housing-led, with a limited apartment element, and has been designed in response to current market demand and established residential development patterns in County Meath. The mix reflects a balanced and sustainable residential offer, incorporating first-time buyer, trade-up, downsizer and Part V/affordable housing provision.</p> <p>In respect of the apartment element, the design has regard to the <i>Design Standards for New Apartments</i> and the <i>Apartment Guidelines (2025 update)</i>, including SPPR 1, which removes prescriptive restrictions on unit mix within individual apartment schemes (except in specific circumstances such as Part V). The scheme therefore adopts a flexible, design-led approach to unit composition, consistent with national</p>

	<p>policy objectives to increase housing delivery and support viable apartment development.</p> <p>Overall, the proposed mix delivers a predominantly housing-based scheme with a proportionate apartment element, aligned with current policy, market demand and the sustainable development of the site.</p>
<p>o) Childcare Provisions - The Applicant must address childcare requirements in the application with reference to MCDP DM OBJ 68, DM OBJ 69, Section 11.7.3 Childcare and DM POL 25 and 26. Parking, set-down areas, outdoor amenity space, waste management facilities, pedestrian/ cycling access must be addressed. The units must be correctly sized, and the current proposal must be clear. The Applicant is advised to seek to engage a service provider to determine attractiveness of the proposed facilities and support its design/ layout. The applicant should also engage with Meath Childcare Committee in relation to the design and a potential occupier of the childcare facility. Childcare demand in the area should be identified in the SIA. Ideally such facilities are placed close to public open space.</p>	<p>The proposed development includes a purpose-built childcare facility in accordance with DM OBJ 68, DM OBJ 69, Section 11.7.3 and DM POL 25–26 of the Meath County Development Plan.</p> <p>The childcare demand generated by the scheme has been assessed having regard to the scale of development (183 no. units) and CSO 2022 household composition data, indicating a likely modest demand in the order of approximately 10–15 childcare places, subject to participation rates and demographic assumptions.</p> <p>In response, a dedicated childcare facility of approximately 394 sq.m is proposed, including c. 193 sq.m of secure outdoor play space. The facility is designed to accommodate up to 60 childcare places across a range of age groups (1–6 years), providing both full-day and sessional care. The accommodation includes four childcare rooms, sleep room, kitchen/dining areas, staff facilities, office, storage and ancillary spaces.</p> <p>The facility is located in a highly accessible part of the scheme, with good pedestrian and cycle connectivity and close proximity to residential areas. It includes dedicated parking and set-down provision for staff and parents, with safe and direct access arrangements. The outdoor play area is secure, enclosed, and integrated with the wider open space network.</p> <p>As part of the Social Infrastructure Audit, including the Childcare Assessment, MCG Planning consulted with the Meath County Childcare Committee to seek feedback on the proposed development and the findings of the childcare needs assessment. A copy of the Committee's response is contained in Appendix G of the Audit.</p>

	<p>In its response, the Meath County Childcare Committee confirmed that it was satisfied with the findings of the Social and Community Infrastructure Audit and expressed its support for the proposed childcare facility, which will provide approximately 60 childcare places. The Committee advised that its own assessment of childcare provision within the area aligns with the conclusions of the report, identifying an existing shortage of both full-time and part-time childcare places, as well as school-age childcare provision.</p> <p>The Committee welcomed the proposed development, noting that the additional childcare capacity would make a positive contribution to meeting local demand. Particular support was expressed for the inclusion of the substantial outdoor play area, which was recognised as providing significant long-term benefits for children attending the facility.</p> <p>The Committee further noted that the prospective childcare operator is well known to it through the delivery of high-quality early years care and education services at a number of existing facilities throughout County Meath. Overall, the Committee's response provides strong support for both the scale and nature of the proposed childcare provision.</p> <p>Overall, the proposed childcare facility is considered appropriately scaled to meet and exceed the likely demand generated by the development and will provide a valuable childcare resource for both future occupants and the wider area.</p>
<p>p) Site Coverage/ Plot Ratio - Site Coverage and Site Ratio details to be provided.</p>	<p>Site coverage and plot ratio details have been prepared in accordance with DM OBJ 15 and DM OBJ 16 of the Meath County Development Plan.</p> <p>The proposal provides a site coverage of 20% (max. 80%) and a plot ratio of 0.35 (max. 1.0 for edge-of-town locations), confirming compliance with the relevant standards. Calculations are set out in Section 5 of the Architectural Design Statement.</p>
<p>q) Drawings - Please provide a clear and full schedule of drawings for each type of residential component and element of the development on the site as part of the application (including right-entry, left-entry, end-of-terrace, mid-terrace, all elevations, etc.). A colour-coded Key</p>	<p>A full schedule/register of architectural drawings has been prepared by Ivan O'Daly Architects (Document Ref. 24004-AR-DDR) covering all residential and ancillary elements of the development.</p>

<p>Plan and numbering of units is requested to assist with the identification of house elevation drawings. Contiguous elevations should be provided.</p> <p>The Applicant is advised that it is insufficient to place 'hatch lines' on single elevation drawings to represent other types of similar units.</p>	<p>All buildings are illustrated as complete blocks within the drawing set, including house types, apartment blocks and the creche (Drawings 24004-AR-200 to 215, 24004-AR-300 to 320, and 24004-AR-400 to 403). A colour-coded site layout with unit typology and drawing references is provided on Drawings 24004-AR-115 to 117.</p> <p>Contiguous elevations are included on Drawings 24004-AR-150 to 151, enabling clear identification and assessment of building form and typologies.</p>
<p><b>2. Landscaping</b></p>	
<p>a) Provide a detailed, site-specific Landscaping Report and Landscape Management Plan as part of the planning application.</p>	<p>Please see the enclosed Landscape Report and Landscape Specification &amp; Maintenance Strategy prepared by Jane McCorkell Design. This response should be read in conjunction with the submitted landscape drawings, which form part of the planning application and provide details of the proposed landscape and external works.</p>
<p>b) Site-specific design proposals are required for each area of public open space (P.O.S), communal spaces, semi-private spaces, etc. and the Applicant must demonstrate the benefit, use and function of each area.</p>	<p>Please refer to Drawing No. PP507-01-02 Open Space Plan and the accompanying landscape drawings prepared by Jane McCorkell Design.</p> <p>The submitted drawings identify and describe each Public Open Space, Communal Open Space and semi-private amenity area within the development, together with their respective benefits, uses and functions. The proposals provide a range of active and passive recreational opportunities, including equipped play areas, incidental and nature play, walking routes, seating areas, biodiversity features, drainage-integrated green spaces and communal resident amenity spaces.</p> <p>Collectively, these spaces support recreation, social interaction, biodiversity enhancement, connectivity and placemaking throughout the development. Please refer to landscape pack for full details.</p>
<p>c) The application must include high quality, usable, functional public open space and high-quality landscaping is required, with a mix of formal and informal play spaces. The Applicant is requested to identify proposed 'active' and 'passive' P.O.S. within the development.</p>	<p>Noted. The proposed development provides a high-quality network of public and communal open spaces incorporating both active and passive recreation. Active open space is provided through equipped play areas, incidental and nature play features, and informal recreation spaces located within Public Open Space Areas 1–4. Passive open space is</p>

	<p>provided through landscaped green areas, tree and meadow planting, pedestrian routes, seating areas and the communal open space serving the apartment blocks.</p> <p>Collectively, these spaces provide a balanced mix of formal and informal play, passive recreation and high-quality landscaping throughout the development.</p>
<p>d) Boundary treatments shall be provided in accordance with the MCDP Chapter 11 requirements. Particularly important are the areas along main streets within the development.</p>	<p>Please refer to boundary treatment drawing Drawing No. PP507-02-02, which identifies all proposed boundary treatments throughout the development.</p> <p>The proposed boundary treatments have been designed in accordance with the requirements of MCDP Chapter 11. Two site-specific variations are proposed:</p> <ul style="list-style-type: none"> <li>• Area 1: Along external boundaries adjacent to retained hedgerows and mature trees, a 2.0m high weldmesh fence is proposed to minimise disturbance within Tree Protection Zones and facilitate the retention of existing vegetation.</li> <li>• Area 2: Where rear gardens are served by shared alleyway accesses, a 2.0m high masonry spine wall with a 1.8m high concrete post and panel fence is proposed to provide a robust, secure and durable boundary treatment.</li> </ul> <p>Apart from these site-specific amendments, all boundary treatments accord with the requirements of MCDP Chapter 11.</p>
<p>e) Landscape management should not be excessively onerous for residents' committees' private management companies and/ or Meath County Council's Taking in Charge Team. Detailed management arrangements and practical proposals which can be readily maintained for biodiversity and amenity are required.</p>	<p>Noted. Please refer to the enclosed Landscape Specification and Maintenance Strategy, Drawing No. PP507-03-02 Soft Landscape Plan and Drawing No. PP507-03-03 Soft Landscape Specification.</p> <p>The landscape proposals have been designed to ensure that long-term management and maintenance requirements are practical and not unduly onerous for residents' committees, private management companies or Meath County Council. The proposed planting comprises robust, sustainable species that provide biodiversity and amenity benefits while requiring routine maintenance only.</p> <p>Detailed maintenance and management arrangements are set out in the submitted</p>

	Landscape Specification and Maintenance Strategy.
<p>f) Details on a management plan for hedgerows and trees, areas of public open space, landscaping, management of invasive species on/ introduced to the site, management and maintenance of play equipment, boundary treatment around play spaces to discourage running onto adjoining roadways, etc. should be provided.</p>	<p>Please refer to the Arboricultural Report prepared by Charles McCorkell, together with the submitted Landscape Specification and Maintenance Strategy.</p> <p>The Arboricultural Report sets out the protection, management and long-term maintenance of retained trees and hedgerows. The Landscape Specification and Maintenance Strategy details the management of public open spaces, landscaping, biodiversity areas and invasive species.</p> <p>Proposed play areas incorporate appropriate boundary treatments to provide a safe environment and discourage access onto adjoining roadways. Maintenance and inspection requirements for play equipment and associated safety surfacing will be provided by the appointed playground equipment supplier.</p>
<p>g) A Hedgerow Survey, an Arboricultural Assessment, Tree Constraint Plan and Tree Protection drawing will be required. Such reports should be consistent with and clearly inform the Landscape Strategy for the site and development proposals.</p>	<p>The Arboricultural Pack prepared by Charles McCorkell is submitted with this application and includes the Hedgerow Survey, Arboricultural Assessment, Tree Constraints Plan and Tree Protection Plan.</p> <p>These reports have informed the landscape strategy and overall site layout, ensuring appropriate retention and protection of existing trees and hedgerows within the development design.</p>
<p>h) The Planting Strategy should have an emphasis on native plant and tree species of local provenance with reference to the All-Ireland Pollinator Plan. A detailed Planting Schedule will be required. The Applicant should identify the native species (trees, shrubs, flower species to be used on the site) and avoid presenting a generalised list.</p>	<p>The Planting Strategy has been prepared with a strong emphasis on native tree, shrub and wildflower species, in accordance with the All Ireland Pollinator Plan, and seeks to enhance biodiversity and support pollinators across the site.</p> <p>A detailed Planting Schedule is provided within Drawing No. PP507-03-01 Soft Landscape Plan and Drawing No. PP507-03-02 Soft Landscape Specification. This clearly identifies all proposed native tree, shrub, hedgerow and wildflower species, along with planting sizes, densities and specifications.</p>
<p>i) Tree planting should not interfere with public lighting scheme or affect passive supervision, and public lighting should not interfere with bats.</p>	<p>Please refer to Drawing No. PP507-02-03 Tree and Services Plan, which shows the relationship between proposed tree planting, public lighting and underground services.</p>

	<p>Tree planting has been coordinated to ensure it will not conflict with public lighting, services or passive surveillance, with appropriate clearances maintained to key infrastructure and pedestrian routes.</p> <p>The public lighting design, prepared by ORS, has also been designed to avoid impacts on bats through appropriate siting and control.</p>
<p>j) The Compact Settlement Guidelines (January 2024) have introduced minimum private open space and maximum semi-private (in lieu) space requirements. The final iteration of the application which is submitted should ensure that such standards have been met, noting that housing developments which provide private open space at the minimum standard throughout the scheme will be discouraged (as per Section 11.5.12 of the MCDP).</p>	<p>The proposed development complies with the Compact Settlement Guidelines (January 2024) and DM OBJ 26 in relation to public open space provision.</p> <p>The net site area is 5.648ha, requiring between 10%–15% public open space (5,648m<sup>2</sup>–8,472m<sup>2</sup>). The proposed scheme provides 8,842m<sup>2</sup> (15.66%) of public open space, exceeding the maximum requirement. The open space is well distributed across the site and supplemented by additional landscaped areas and green corridors which enhance overall amenity and biodiversity.</p> <p>Private and communal open space provision has also been designed to meet the relevant standards, providing a balanced and compliant residential amenity layout.</p>
<p><b>3. Social Infrastructure Assessment (SIA)</b></p>	
<p>In accordance with SOC POL 6 in the ‘Community Building Strategy’ (Chapter 7), an SIA is required to determine whether or not existing social, educational and recreational facilities are sufficient to cater for the needs of the future residents of the development. It should also account for childcare provision.</p> <p>The appropriate zone of investigation in this instance should be the settlement of Trim. The same facilities cannot be used to address the needs of an ever-increasing number of new residents within the settlement</p> <p>The Applicant is advised to address the following:</p>	<p>McGill Planning Limited has prepared a full Community and Social Audit (CSA) which provides a detailed review of the statutory, strategic and policy context that relates to the provision of Social Infrastructure with the following aims:</p> <ul style="list-style-type: none"> <li>• To provide a survey and audit of existing Community and Social Infrastructure, Open Space and Amenities serving the identified Study Area and the subject site;</li> <li>• Catalogue all infrastructure under the facilities categories identified through the Meath County Development Plan 2021-2027;</li> <li>• Establish if suitable Social Infrastructure is provided in the Kells area to support the needs of the existing population; and</li> <li>• Assess the capacity of existing facilities to support the needs of future</li> </ul>

	<p>residents in accordance with the Settlement Hierarchy for Trim.</p>
<p>a) A robust assessment of school capacity in the area.</p>	<p>A robust assessment of school capacity has been undertaken by McGill Planning. The assessment utilised enrolment data obtained from the Department of Education and supplemented this with direct correspondence issued to schools within the catchment area.</p> <p>The assessment identified a strong provision of both primary and post-primary educational facilities within 3km of the subject site, with over 1,200 pupils enrolled in local primary schools and in excess of 1,800 students enrolled in nearby post-primary schools. The findings demonstrate that the area is well served by existing educational infrastructure and has the capacity to accommodate the educational needs arising from the proposed development.</p>
<p>b) Childcare demand in the area to be quantified and assessed. The Applicant must ensure there is adequate childcare provision on the site as a whole. The Applicant must demonstrate that the proposals are in accordance with Childcare Guidelines, Regulations and the MCDP with a detailed breakdown provided. Under provision of such facilities will not be acceptable. Engagement with Meath Childcare Committee should also occur in relation to the childcare demand and facility design.</p>	<p>The proposed development includes a purpose-built childcare facility measuring approximately 394 sq.m, together with approximately 193 sq.m of dedicated outdoor play space. The facility is designed to accommodate up to 60 childcare places and will provide both full-day and sessional childcare services for children aged between 1 and 6 years.</p> <p>The childcare demand assessment identified seven childcare facilities within a 3km catchment area, providing a combined capacity of approximately 482 places. Direct engagement with local childcare providers indicated limited available capacity, with only 9 confirmed vacancies identified at the time of survey. The assessment therefore demonstrates a need for additional childcare provision within the area.</p>
<p>c) (Consider datasets such as:</p> <ul style="list-style-type: none"> <li>• Economic and Social Research Institute (ESRI) January 2023 report titled ‘Early childhood education and care in Ireland and Northern Ireland’ provides more up to date data on childcare uptake in Ireland.</li> <li>• Department of Education and Skills prepared a report titled ‘Projections of Full-time Enrolment Primary and Second Level, 2017-2035’ on the projections of full-time enrolment in schools across Ireland.</li> </ul>	<p>The proposed childcare facility has been designed in accordance with relevant childcare guidance and standards and includes four childcare rooms, a sleep room, kitchen and dining facilities, staff accommodation, office space, storage areas and associated ancillary facilities. The facility is located in an accessible area of the development and includes dedicated parking, set-down facilities and a secure outdoor play area.</p> <p>Having regard to the scale of the proposed residential development, the findings of the</p>

	<p>childcare demand assessment, and the provision of an on-site childcare facility with capacity for up to 60 children, it is considered that adequate childcare provision has been made to serve the proposed development and contribute positively to childcare capacity within the wider area.</p> <p>As part of the Social Infrastructure Audit and Childcare Needs Assessment, MCG Planning consulted with the Meath County Childcare Committee regarding the proposed development. The Committee’s response is included in Appendix G of the audit.</p> <p>The Committee confirmed its support for the findings of the assessment and for the proposed childcare facility, which will provide approximately 60 childcare places. It agreed that there is an existing shortage of childcare and school-age childcare provision in the area and welcomed the additional capacity proposed. The Committee also highlighted the benefits of the substantial outdoor play area and noted that the proposed operator has an established track record of delivering high-quality early years services throughout County Meath. Overall, the Committee expressed strong support for the proposed childcare provision.</p>
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**4. Environmental Assessment**

<p>a) These reports (AA, EIA, EclA, etc.) are distinct and follow separate legislative requirements/ guidelines, however they should be consistent with each other. Environmental Assessments must inform the design/ location of the development. The Applicant must ensure that survey work is undertaken at the appropriate time of year and consider the need for Bat, other Mammal Surveys, Bird Surveys, Tree Survey/ Report, etc.</p> <p>In addition, the objective in the MCDP that trees be preserved, and the retention of hedgerows should be implemented on the site wherever possible and seek to promote the All-Ireland Pollinator Plan. The qualifications and relevant experience of the author(s) of the report(s) must be provided. Competent experts, with requisite qualifications and competencies should prepare the relevant reports. A Strategy for dealing with</p>	<p>The application is accompanied by a comprehensive suite of environmental reports prepared by Altamar Ltd., including an Ecological Impact Assessment, Natura Impact Statement, Bat Survey, Bird Surveys and Invasive Species Survey. These assessments have informed the design and layout of the proposed development.</p> <p>The proposed development has been designed to avoid and minimise impacts on ecological receptors, including the retention and protection of existing landscape features and ecological corridors where feasible. Biodiversity enhancement measures, pollinator-friendly planting and habitat creation proposals have been incorporated into the landscape design. Appropriate measures are also proposed to prevent the introduction or spread of invasive species during construction.</p>
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<p>Invasive Species onsite or import of same is also required.</p> <p>Other surveys and assessments should inform the AA/NIS/EIAR, etc. Where relevant, riparian strips should be retained/ provided.</p> <p>Hedgerows should be assessed in accordance with the Hedgerow Appraisal System – Best Practice Guidance on Hedgerow Survey, Data Collection and Appraisal. Foulkes, N., Fuller, J., Little, D., McCourt, S. and Murphy, P. (2013). Hedgerow Appraisal System - Best Practice Guidance on Hedgerow Survey, Data Collation and Appraisal. Woodlands of Ireland, Dublin. The Applicant should have regard to Article 10 of the Habitats Directive and HER OBJ 60 MCDP 2021-2027.</p>	<p>The findings of the various environmental assessments are consistent and have informed the Natura Impact Statement and Ecological Impact Assessment. Reference should be made to the reports prepared by Altemar Ltd. for full details of the survey methodologies, author qualifications, assessment findings and proposed mitigation measures.</p> <p>A Hedgerow Assessment has been undertaken by Altemar Ltd. and informed the design of the proposed development. Existing hedgerows and ecological corridors have been retained and incorporated into the layout where feasible. Full details are provided within the submitted Hedgerow Assessment and Ecological Impact Assessment.</p>
<p>b) Management of the trees and hedgerows should form part of the Landscape Management Plan, where it is proposed to retain them on the site. Mitigation and monitoring proposal should be included in the CEMP, and an appropriate management plan should be submitted with the application.</p>	<p>The management of existing trees and hedgerows proposed for retention on site will be addressed within the Landscape Management Plan. Appropriate mitigation and monitoring measures will also be incorporated into the Construction Environmental Management Plan (CEMP), with a suitable management plan submitted in support of the planning application.</p> <p>Further detail on tree protection and management is provided within the Arboricultural Report. Please also refer to the CEMP prepared by Altemar for additional information.</p>
<p>c) The impact of public lighting proposals on bats should be addressed by the Applicant. All development/ landscaping proposals, infiltration/ storage areas and detention basins proposed should be assessed by the Applicant.</p>	<p>The potential impact of the proposed public lighting on bats will be assessed and appropriately addressed by the Design Team, with mitigation measures incorporated as required to avoid or minimise any adverse effects.</p>
<p><b>5. Flood Risk Management</b></p>	
<p>a) The DOEHLG/ OPW publication ‘The Planning System and Flood Risk Management, Guidelines for Planning Authorities’ (2009) are relevant in the consideration of flood risk management. The proposed housing development is classified as a ‘highly vulnerable development’.</p>	<p>Noted. Please refer to the Flood Risk Assessment prepared by JBA Consulting Engineers, which has been undertaken in accordance with the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009).</p>
<p>With reference to Meath County Council’s MapInfo flood mapping and the OPW CFRAMS and NIFM flood mapping for the relevant area, the development site is mostly situated in Flood Zone C for fluvial flooding i.e. the probability of</p>	<p>The proposed development has been designed such that it will not exacerbate existing flooding mechanisms on or adjacent to the site and will not increase flood risk elsewhere. Please refer to the Flood Risk Assessment and Justification Test</p>

<p>flooding is less than 0.1% and therefore at low risk of flooding. Meath County Council's Environment (Flooding &amp; Surface Water) Department notes that a number of instances of flooding occur adjacent to the site.</p> <p>With this in mind, the Applicant is requested to provide the following:</p> <p>b) The Applicant shall confirm that the flooding events which occur currently on or adjacent to the site will not be exacerbated as a result of the proposed development.</p>	<p>prepared by JBA Consulting Engineers for further details.</p>
<p>c) The Applicant shall submit a detailed assessment of all the existing drainage ditches and watercourses that surround the subject site and the surrounding zoned lands that will confirm catchment areas, flow directions, existing culvert details. A detailed topographical survey of the existing drainage ditches and watercourses shall be carried out and be submitted as part of the planning application.</p>	<p>Please refer to the Flood Risk Assessment and Justification Test prepared by JBA Consulting Engineers, which assesses the existing drainage ditches and watercourses surrounding the site, including flow directions, catchment characteristics and relevant drainage features. The proposed drainage strategy is also illustrated on the drainage layout drawings prepared by Waterman Moylan and submitted as part of the planning application.</p>
<p>d) The Applicant shall carry out a thorough assessment on existing watercourses, including hydraulic modelling and blockage scenarios.</p>	<p>Please refer to the Flood Risk Assessment prepared by JBA Consulting Engineers, which includes a detailed hydraulic assessment of the existing watercourses, including hydraulic modelling and blockage scenario testing. The assessment demonstrates that the proposed development is not affected by the identified residual flood risks.</p>
<p>e) The Applicant shall assess potential flows from the surrounding zoned lands.</p>	<p>Potential flows from surrounding lands have been considered as part of the flood risk assessment undertaken for the proposed development. Please refer to the Flood Risk Assessment prepared by JBA Consulting Engineers for further details.</p>
<p>f) The flooding consultant shall provide confirmation that the proposed surface water system does not increase flood risk for the proposed development or the surrounding areas.</p>	<p>The proposed surface water drainage strategy has been designed to ensure that flood risk is not increased within the proposed development or on surrounding lands. Please refer to the Flood Risk Assessment prepared by JBA Consulting Engineers and the Engineering Services Report prepared by Waterman Moylan for further details.</p>
<p>g) Justification Test to be applied to the proposed development.</p>	<p>A Justification Test has been undertaken for the proposed development in accordance with the Planning System and Flood Risk Management Guidelines. Please refer to the Flood Risk Assessment prepared by JBA Consulting Engineers, which confirms that the proposed</p>

	development satisfies the requirements of the Justification Test.
h) Detail overland flow plans to be provided for assessment.	Overland flow routing has been considered as part of the Flood Risk Assessment prepared by JBA Consulting Engineers. Please also refer to the surface water drainage layout drawings prepared by Waterman Moylan, submitted as part of the planning application, for details of the proposed overland flow management strategy.
i) The Applicant shall submit an SSFRA to address the above-mentioned issues.	Please refer to the SSFRA prepared by JBA consulting.
Prior to submission of the LRD application, please contact David Keyes (david.keyes@meathcoco.ie) and/or Damien O'Brien (dobrien@meathcococ.ie), Environment Flooding-Surface Water Section, Meath County Council for all queries in relation to this request.	Noted.
<b>6. Surface Water Management</b>	
a) Note: The applicant did not submit any surface water design for the S247 meeting. The applicant submitted a Pre-Application Engineering Presentation which was discussed at the S247 meeting. Since the S247 meeting there was no contact from the design team regarding the surface water design or the services corridor through the subject site which will impact the surface water design (addressed in flooding referral).	Please refer to Section 3.8 of the Engineering Assessment Report prepared by Waterman Moylan, which addresses the existing OPW culvert. Following detailed investigations, including a CCTV survey of the existing culvert, a wayleave for a potential future replacement culvert through the subject site has been incorporated into the proposed development. The proposed culvert route and associated wayleave were developed in consultation with Meath County Council and agreed with Mr. Damien O'Brien of the Council's Environment Department through ongoing engagement following the issuance of the LRD Opinion. The agreed arrangement is illustrated on Drawing No. TRIM-WAT-ZZ-XX-DR-C-P501.
b) The applicant shall address any issues or concerns raised at the S247 meeting that have not been addressed by the design team which may impact the surface water system design, most notably the services corridor through the site.	
c) The proposed surface water system is acceptable in principle. Due to the presence of very good infiltration rates on the subject site the applicant is proposing to rely 100% on infiltration to the ground for surface water management. The planning authority would like to discuss further on how the system would perform if the rate of run-off exceeds the rate of infiltration and agree in writing a suitable surface water	Please refer to Waterman Moylan Drawing No. 23-041-P400 – Overland Flood Route Drawing, which illustrates the proposed exceedance flow path from the site towards the river located to the south. Soakaway storage calculations have been undertaken for the 1 in 100-year storm event, including a 20% climate change allowance, and demonstrate that adequate storage is provided within the proposed infiltration system.

<p>outfall and overland flow exceedance route.</p>	
<p>d) The proposed Attenuation systems need to be discussed and agreed in writing with the planning authority. This can be done in an offline meeting if necessary.</p>	<p>Waterman Moylan has been in consultation with MCC regarding the proposed surface water drainage design for the development. The soakaway has been discussed and agreed.</p>
<p>e) Some elements of the surface water design need to be agreed – minimum cover, SuDS (swale details, soakaway detailed cross section).</p>	<p>The proposed surface water drainage design has been developed in consultation with MCC. Details of the proposed drainage layout, cover levels, SuDS features, swales and soakaway construction are provided on Waterman Moylan Drawings Nos. 23-041-P200, P220, P225 and P230.</p>
<p>f) There are minor discrepancies in the submitted report and submitted drawings.</p>	<p>Please refer to the revised Waterman Moylan reports and drawings, which have been reviewed and updated to address the identified discrepancies. The submitted documents are now coordinated and consistent throughout.</p>
<p>g) Some of the surface water network has cover less than 1200mm. Details and extents to be agreed with planning authority.</p>	<p>Please refer to Waterman Moylan Drawing No. 23-041-P215 – Proposed SW Drainage Cover Depths, which identifies all surface water manholes and pipelines with cover depths less than 1.2m. Details of the proposed drainage network and associated protection measures are provided on Drawings Nos. 23-041-P230 and 23-041-P231.</p>
<p>h) The storm duration for the surface water analysis shall be 7 days.</p>	<p>Please refer to Appendix B of the Engineering Assessment Report, which confirms that a 7-day storm duration (10,080 minutes) was adopted for the surface water analysis.</p>
<p>i) Soakaway calculation duration is 1440min (1 day) – This needs to be reviewed/agreed with planning authority.</p>	<p>Please refer to Appendix C of the Engineering Assessment Report which shows the soakaway calculation for 8 days (11520 minutes).</p>
<p>j) Soakaway structure (e.g. node 41,36,39) has an infiltration rate of 0.40608 m/hr, this doesn't match the infiltration rate used on the soakaway calculation. The applicant shall clarify all design discrepancies.</p>	<p>Please refer to Appendices B and C of the Engineering Assessment Report, which confirm the infiltration rates adopted for the soakaway design and FLOW model. The infiltration rates assigned to soakaway nodes 22, 41, 36 and 39 are based on the nearest available soakaway test results and have been consistently applied in the drainage modelling and soakaway sizing calculations.</p>
<p>k) The catchment area in causeway report is 2.903 Ha, on section 3.5 Engineering report page 16 total impermeable area of the design is 2.77 Ha.</p>	<p>Please refer to Section 3.5 and Appendix B of the Engineering Assessment Report. The total effective impermeable area adopted in the FLOW model and drainage calculations is 3.4742ha, which includes the impermeable areas shown for each catchment together with roof areas and the relevant proportion of</p>

	permeable paving areas within Catchments 1 and 2.
l) There are discrepancies between the impermeable areas for the proposed soakaways in the submitted report and submitted calculations.	Please refer to Table 3 and Appendix C of the Engineering Assessment Report. The soakaway calculations are based on the effective impermeable areas for each catchment after allowing for roof drainage, permeable paving infiltration and appropriate runoff coefficients, and are consistent with the report.
m) The applicant did not formally submit a Site Investigation report with the submitted documents. The applicant shall submit one so that an assessment by the planning authority can be carried out.	Please refer to Appendix D of the Engineering Assessment Report for the SI used to determine infiltration rates.
n) The applicant shall ensure there is coordination between the surface water design and the landscape architect as there is instances where SuDS features clash with the landscape design.	Noted. The proposed drainage layout drawings have been issued to Jane McCorkell, and the layouts have been coordinated accordingly.
o) The applicant shall submit a SuDS layout plan clearly indicating the proposed SuDS features. The applicant shall adjust the site layout plan to allow sufficient space for suitable SuDS Features.	Please refer to Waterman Moylan Drawing No. 23-041-P225 - Typical SuDS Detail for Suds locations and Typical details
p) The applicant shall submit an overland flow conveyance plan.	Please refer to Waterman Moylan Drawing No. 23-041-P400 – Overland Flood Route, which illustrates the proposed overland flood route across the site.
q) The functionality of any public open space shall not be impacted by any proposed detention basins. All detention basins shall be positively drained to avoid a constantly saturated green area. All rainfall events for the 1 in 30 year or below shall be stored underground if available green open space is restricted.	The proposed development does not include any detention basins. Surface water drainage is provided solely via infiltration to soakaways, with no impacts on public open space.
r) The applicant shall submit detail modelling analysis of the proposed surface water design which clearly indicate the 1 in 30 year and 1 in 100 year water levels in the proposed surface water system.	Please refer to Appendix B of the Engineering Assessment Report, which presents the flow analysis for the 1 in 30 year and 1 in 100 year storm events. The model demonstrates that the proposed drainage network operates without flooding under both scenarios. The water levels are clearly shown in flow results.
s) The maximum depth of water the planning authority will accept in a proposed detention basin system is	The proposed development drains to a soakaways only. There is no detention basin proposed as part of the surface water design.

<p>300mm, if it is located in a public open green area.</p>	
<p>t) The applicant shall provide a breakdown of the impermeable areas/contributing areas for each surface water network/attenuation system.</p>	<p>Please refer to Table 3 of the Engineering Assessment Report for the breakdown of impermeable areas by catchment. The contributing areas in Appendix C are consistent with these values, with roof and permeable paving areas in Catchments 1 and 2 excluded as they drain via individual soakaways or infiltrate to ground. The total impermeable area adopted in the FLOW model is 3.4742 ha.</p>
<p>u) The applicant shall provide details of the driveway drainage infiltration blanket.</p>	<p>Please refer to Waterman Moylan Drawing No. 23-041-P191- Typical Road Construction Details, 23-041-P200 - Proposed Drainage Layout and 23-041-P225 - Typical SuDS Detail for the details.</p>
<p>v) As per the Greater Dublin Strategic Drainage Study, Volume 3 Environmental Management, soakaways shall not be constructed within 5 metres of the foundations of the buildings or under a road.</p>	<p>Please refer to the Waterman Moylan Drawing No 23-041-P200 - Proposed Drainage Layout, showing soakaway separation distances from the edge of buildings.</p>
<p>w) All surface water design/work shall comply fully with the Greater Dublin Strategic Drainage Study (GSDS) Regional Drainage Policies Volume 2, for New Developments.</p>	<p>Noted. The surface water drainage design has been prepared in accordance with the Greater Dublin Strategic Drainage Study (GSDS) Regional Drainage Policies Volume 2 and the Greater Dublin Regional Code of Practice for Drainage Works Volume 6.</p>
<p>x) All surface water design/work shall comply fully with the Greater Dublin Regional Code of Practice for Drainage Works Volume 6.</p>	<p>Noted. Surface water design will comply fully with the Greater Dublin Regional Code of Practice for Drainage Works Volume 6.</p>
<p>y) The applicant shall demonstrate there is sufficient access for a tanker to desludge the proposed foul pumping station if required.</p>	<p>Please refer to Waterman Moylan Drawing No. 23-041-P153 - AutoTrack - Pump Service Vehicle, which shows the Autotracks assessment demonstrating pump service vehicle manoeuvrability and access to the proposed pump station.</p>
<p>z) The applicant shall provide OPW consent for the proposed directional drilling underneath the River Boyne.</p>	<p>Noted. Please refer to the correspondence letter from the OPW confirming consent to the proposed works, appended to LRD Form 19.</p>
<p>Prior to submission of the LRD application, please contact David Keyes (david.keyes@meathcoco.ie) and/or Damien O'Brien (dobrien@meathcococ.ie), Environment Flooding-Surface Water Section, Meath County Council for all queries in relation to this request.</p>	<p>Waterman Moylan have been liaising with Meath County Council's Environment Flooding - Surface Water Section throughout the planning process.</p>
<p><b>7. Archaeology</b></p>	

<p>a) The Archaeological referral returned to the Planning Authority sought the following:</p>	<p>Archaeological test trenching was conducted on the subject site at Crowpark 1st Division Townland, Trim. The site, mainly rough pasture, had experienced previous ground disturbances. Initial trenching in 2016 (Licence 16E0596) involved seven trenches totalling 1805 m, revealing no archaeological features, structures, or objects.</p> <p>Following pre-application consultations, additional trenching was carried out on 1st September 2025 (Licence 16E0596ext) to further assess the site. The combined assessments included desk-based research and field excavations to identify potential archaeological or heritage constraints. Key findings include:</p> <ul style="list-style-type: none"> <li>• The site has been disturbed by topsoil removal, road construction, and imported material.</li> <li>• No recorded archaeological monuments are within the site; it lies c.330 m outside Trim’s archaeological potential zone (RMP 036-048).</li> <li>• The nearest recorded monument is a holy well (RMP ME036-050) c.20 m west.</li> <li>• No stray finds, protected structures, or archaeological features were noted on the site itself, though a water pump (RPS-MH036-112) lies just north.</li> <li>• Nearby excavations have revealed buried archaeological features, including two burnt mounds on the Trim-Athboy road.</li> <li>• No potential archaeological sites were identified on historic maps or OSI orthophotographs.</li> <li>• Two phases of excavation on the site confirmed no significant archaeological remains.</li> </ul>
<p>b) A series of archaeological tests to be carried out on site prior to application lodgement. These should be documented and discussed within the EIAR.</p>	
<p>c) The Applicant is required to employ a suitably qualified archaeologist to carry out any and all testing on site.</p>	
<p><b>8. Broadband</b></p>	
<p>a) Telecommunications Services should be installed concurrently with all other services (water &amp; electricity) for the development.</p>	<p>Noted. Telecommunications ducting is provided as part of the overall services infrastructure. Please refer to the Broadband layout drawings prepared by O’Daly Architects, which show the proposed duct network within the development.</p>
<p>b) The PAS 2016:2010 Next Generation Access for new build homes- Guide should be used for guidance in delivering the open access ducting to all units within the development.</p>	
<p>c) As Virgin Media, SIRO and open eir have networks in new developments in Trim these telecommunications suppliers should be</p>	

<p>contacted to understand their requirements and confirmation of this should be forwarded to the planning authority. Proposed duct network drawings showing the layout and specification of ducting and chambers within the development and to existing telecoms networks should be provided prior to construction. As built drawings will be provided to the Council in pdf and GIS formats.</p> <p>Please contact the Broadband Officer to clarify the requirements.</p>	
<p><b>9. Housing – Part V, Universal Design, Design</b></p>	
<p>a) The Part V liability of 10% or 20% must first be established. Written verification from legal representatives of the owners setting the date of land purchase will be required. It must be noted that that the 20% requirement does not relate to the number of units on a development, it relates to the acquisition 20% of this land at existing use value. This may end up different from an assumed set percentage of units. Part of the evaluation process will include the Part V property type and location within the development, which compliments the housing needs of Meath County Council. This can only be agreed once the actual Part V requirement is finalised.</p> <p>The Applicant is advised that alternative Part V proposals with a better mix and spread of units within the scheme, is required and the Applicant should engage with the Housing Department.</p> <ul style="list-style-type: none"> <li>• The Applicant will be required to submit a Part V proposal prior to commencement (if planning permission is granted) to be considered by Meath County Council. To finalize the Part V proposal the following needs to be submitted as may have changed from the original proposal.</li> <li>• a copy of the House plans, sections, elevations for the proposed Part V house(s)</li> <li>• site layout plan with the proposed Part V house(s) identified thereon, this site layout plan will also need to show the overall floor area of the total units in the development and the area of the development site.</li> <li>• Letter from your solicitor confirming the date the lands were acquired.</li> </ul>	<p>Noted. The Applicant will engage with the Housing Department to agree the final Part V requirement and unit mix.</p> <p>All required documentation, including drawings, schedules, land acquisition details, valuation information, and cost templates, will be submitted and agreed with Meath County Council prior to commencement in accordance with Part V requirements.</p> <p>Please refer to Part V Engagement Letter issued by Meath County Council and the Part V pack that accompanies this planning application.</p> <p>Noted. The proposed development incorporates a Universal Design approach in accordance with relevant national policy and guidance, including the Housing Options for Our Ageing Population Policy Statement (2019) and Universal Design Guidelines for Homes in Ireland.</p> <p>The proposed development has been designed to comply with the requirements of Part M (Access and Use) of the Building Regulations. Disability Access Certificate applications will be submitted to the Building Control Authority for the creche and apartment blocks at the appropriate stage.</p> <p>A Universal Design Statement (Doc. Ref. 24004-AR-UDS), a Lifetime Adaptable Age Friendly Units &amp; Universal Design Units Identification Site Layout Plan (Drawing Ref. 24004-AR-143), and Lifetime Adaptable Age Friendly Units &amp; Universal Design Units Apartment Floor Plans (Drawing Refs. 24004-AR-305 &amp; 24004-AR-315)</p>

- To calculate the Net Monetary Value of the site, the Developer is required to submit a Certificate from an Estate Agent or Valuer confirming Development value and Existing Use value of this portion of the site on the date of Grant of Planning Permission
- Outline specification regarding building materials, finishes and fittings to be supplied.
- Complete the cost template in the format as set out below in Table A.

a) The Part V liability of 10% or 20% must first be established. Written verification from legal representatives of the owners setting the date of land purchase will be required. It must be noted that that the 20% requirement does not relate to the number of units on a development, it relates to the acquisition 20% of this land at existing use value. This may end up different from an assumed set percentage of units.

Part of the evaluation process will include the Part V property type and location within the development, which compliments the housing needs of Meath County Council. This can only be agreed once the actual Part V requirement is finalised.

The Applicant is advised that alternative Part V proposals with a better mix and spread of units within the scheme, is required and the Applicant should engage with the Housing Department.

- The Applicant will be required to submit a Part V proposal prior to commencement (if planning permission is granted) to be considered by Meath County Council. To finalize the Part V proposal the following needs to be submitted as may have changed from the original proposal.
  - a copy of the House plans, sections, elevations for the proposed Part V house(s)
  - site layout plan with the proposed Part V house(s) identified thereon, this site layout plan will also need to show the overall floor area of the total units in the development and the area of the development site.
  - Letter from your solicitor confirming the date the lands were acquired.

have been prepared and submitted with the planning application. These documents demonstrate compliance with the relevant universal design and accessibility guidance.

- To calculate the Net Monetary Value of the site, the Developer is required to submit a Certificate from an Estate Agent or Valuer confirming Development value and Existing Use value of this portion of the site on the date of Grant of Planning Permission
- Outline specification regarding building materials, finishes and fittings to be supplied.
- Complete the cost template in the format as set out below in Table A.

Table A below is a sample of the calculation of compensation payable by the local authority to the developer for a housing unit.

Notes:

a) Construction costs include costings related to: Sub-structures; Super-structures; External Works; Site development works; Abnormal works; Indirect project costs. Includes appropriate share of any common development works.

b) Builder's profit should be agreed based on open market rates that would have been incurred by the local authority had it retained an independent builder to undertake the works. Builder's profit should be a reasonable profit, determined by reference to prices for work pertaining to competitive tenders for similar work current in the locality which is currently estimated at 7.5%.

c) Attributable development costs include design team fees; Service connections; \*Development contributions are exempt for Social Housing; Site investigation; Financing charges; Legal expenses; Homebond registration (or approved equivalent); Planning fees/charges.

For further general information on Part V please go to <https://www.housingagency.ie/news-events/part-v-information-and-resources>.

Any queries/submissions/proposals on Part V please contact via email [partv@meathcoco.ie](mailto:partv@meathcoco.ie)

b) Universal Design - SH OBJ 22 The Planning Authority will require the provision of between 15-30% of dwellings and apartments in new residential developments of ten units or

more to be Age Friendly Lifetime Adaptable Homes, suitable to accommodate or adaptable to provide accommodation for people with disabilities and older people in accordance with the requirements of the 'Housing Options for Our Ageing Population Policy Statement' (2019), published by the Department of Housing, Planning and Local Government and the Department of Health and 'Building for Everyone: A Universal Design', 'Universal Design Guidelines for Homes in Ireland' developed by the Centre for Excellence in Universal Design (National Disability Authority) and section 11.5.29 of this Plan. Planning applications will be required to demonstrate compliance with this objective, and to show an accessible route to the residential units from the boundary of the property. Proximity and access to local services must also be considered relative to the units which are accessible. A universal design statement shall be provided as part of all new planning applications to demonstrate this requirement.

c) The Applicant is also invited to consider the principles for improving security in estate design (see Secured By Design<sup>1</sup> - Homes - particularly Part 1 which provides advice on roads and footpaths, communal areas and play spaces, dwelling boundaries and defensible spaces, layout and orientation of dwellings, parking, planting, street lighting, etc. Ideally homes design for vulnerable persons should not be easily identifiable. Resources for Age-Friendly Planning and Design<sup>2</sup> for older persons are also available.

**10. Transportation**

**A) Traffic Assessment**

The Applicant is requested to provide a Traffic and Transportation Assessment for the full planning application. This should include the following items:

- i. Tactile paving shall be included at pedestrian crossing points.
- ii. Bicycle parking shall be provided at the Creche. This shall be able to facilitate cargo bikes and bike with trailers.
- iii. Bin and bike storage are required for all units without direct garden access.

i. Tactile paving included at pedestrian crossing points, please see TTA Section 5.3 and WM Drg. P195.

ii. Bicycle parking provided at the creche including provision for cargo bikes and bike trailers – see TTA Section 9 and Tables 20 to 22.

iii. Bin and bicycle storage provided for all units without direct garden access. Please refer to architectural drawings for details.

iv. Car parking access points are designed to prevent blocked-in parking.

<ul style="list-style-type: none"> <li>iv. Car parking access points shall be wide enough so as to prevent blocked-in parking.</li> <li>v. Road markings shall be in accordance with the Traffic Management Guidelines.</li> <li>vi. Where the proposed development joins adjacent existing development there should be “Road Narrows” signage provided as required.</li> <li>vii. EV charging shall be provided at apartment parking.</li> <li>viii. Bicycle storage shall be provided in accordance with the “Sustainable Residential Development and Compact Settlements”, Section 5.2.5.</li> <li>ix. The proposed pedestrian path at the south-east of the site does not connect with the existing path at the south-east of Elder Grove.</li> </ul>	<ul style="list-style-type: none"> <li>v. Road markings will be provided in accordance with the Traffic Management Guidelines and included in TTA and WM Drg. P110.</li> <li>vi. No “Road Narrows” signage is required as there is no vehicular connection to existing development as access is pedestrian and cycle only.</li> <li>vii. EV charging provision is included at apartment parking in accordance with DM Objective 94. All apartment spaces include 0.75m to 1.2m reservations with ducting and wiring provided to 20% of spaces. All houses are ducted for EV charging.</li> <li>viii. Bicycle storage is provided in accordance with “Sustainable Residential Development and Compact Settlements” Section 5.2.5.</li> <li>ix. The proposed pedestrian cycle path terminates at the site boundary and does not connect to the existing path at Elder Grove.</li> </ul>
<p><b>B) Access Junction</b></p> <ul style="list-style-type: none"> <li>i. Access from the public road, L-4022, and the cycle lane should be designed in accordance with the Cycle Design Manual.</li> <li>ii. The Applicant shall provide drawings illustrating road and junction geometry details, swept paths and intervisibility zones.</li> <li>iii. The Applicant shall provide preliminary design drawings demonstrating the compliance of all proposed access junctions with the 2024 Cycle Design Manual (CDM).</li> </ul>	<ul style="list-style-type: none"> <li>i. Access from the public road L-4022 and the cycle lane has been designed in accordance with the Cycle Design Manual. Please refer to Waterman Moylan Drawing No. 23-041-P100 – Proposed Road Layout &amp; Levels.</li> <li>ii. Road and junction geometry, swept paths and intervisibility zones are provided on Waterman Moylan Drawing No. 23-041-P120 (DMURS layout), Drawing No. 23-041-P130 (visibility sight lines) and Drawings Nos. 23-041-P150 to P152 (autotrack analysis for fire tender, refuse vehicle and car manoeuvrability).</li> <li>iii. The proposed access junction has been designed in accordance with the Cycle Design Manual 2024. Please refer to Waterman Moylan Drawing No. 23-041-P100, which demonstrates compliance with the proposed road and cycle layout.</li> </ul>
<p><b>C) Road Safety</b></p> <ul style="list-style-type: none"> <li>i. The Applicant is requested to submit a stage 1 Road Safety Audit.</li> <li>ii. The Applicant is requested to undertake a DMURS Street Design Audit.</li> </ul>	<ul style="list-style-type: none"> <li>i. Please refer to the Stage 1 Road Safety Audit prepared by RoadPlan, submitted with the application.</li> <li>ii. Please refer to Section 4 of the DMURS Statement of Consistency Report, which confirms the proposed development has been</li> </ul>

	<p>assessed against DMURS street design requirements including footpath widths, pedestrian facilities, corner radii, carriageway widths, forward visibility and visibility splays. The proposed layout is compliant with DMURS principles. Please also refer to Waterman Moylan Drawing No. 23-041-P120 – DMURS drawing for road and junction geometry.</p>
<p>D) Street / Road Layout</p> <ul style="list-style-type: none"> <li>i. The Applicant is requested to provide detailed roads design drawings demonstrating that they have applied appropriate geometry for the development access junction and all internal junctions in accordance with the DMURS and the CDM.</li> <li>ii. The Applicant should provide a co-ordinated roads layout reflective of architectural and landscape architect layouts with sight lines for all internal junctions and street curvature in accordance with the appropriate design speed as outlined in DMURS.</li> <li>iii. The Applicant is requested to provide traffic management features at junctions and along straight street sections, to facilitate traffic calming and reinforce a self-regulated low- speed environment, thereby increasing pedestrian comfort and safety.</li> <li>iv. The Applicant should identify crossing points on all arms of all junctions, to include dropped kerbs, ramps, tactile paving etc, so that pedestrian desire lines and visual and mobility user needs are fully catered for.</li> <li>v. The design of the shared surface road to the east of the main access should be reassessed to take into consideration the length of the road and the possibility of it being used as access to the lands to the east. The provision of a one way section at the southern end is undesirable.</li> <li>vi. The roads should be numbered to assist in identifying various parts of the development</li> </ul>	<ul style="list-style-type: none"> <li>i. Please refer to Waterman Moylan Drawing No. 23-041-P120 – DMURS Drawing and Drawing No. 23-041-P100 – Proposed Road Layout &amp; Levels, which demonstrate that the proposed road and junction geometry has been designed in accordance with DMURS and the Cycle Design Manual 2024.</li> <li>ii. Please refer to Waterman Moylan Drawing No. 23-041-P130, which shows sightlines at all internal junctions. The road layout has been coordinated with the architectural and landscape layouts, with street curvature and geometry designed in accordance with appropriate DMURS design speeds.</li> <li>iii. Traffic calming and management features are included throughout the development, including raised tables and geometry designed to support a low-speed, self-regulating environment – see DMURS Drawing No. 23-041-P120.</li> <li>iv. Pedestrian crossing points are provided at all junctions with dropped kerbs, ramps and tactile paving to reflect desire lines and ensure full accessibility – see Drawing Nos. 23-041-P110 and P195.</li> <li>v. The previously proposed one-way arrangement has been removed, including associated signage and road markings – see Drawing No. 23-041-P100.</li> <li>vi. Roads are identified and labelled on Waterman Moylan Drawing No. 23-041-P100 – Proposed Road Layout &amp; Levels.</li> </ul>
<p>E) Parking Standards</p> <ul style="list-style-type: none"> <li>i. The Applicant is requested to provide a TTA which clearly outlines in tabular format the standards reviewed and</li> </ul>	<ul style="list-style-type: none"> <li>i. EV parking and bicycle parking provision in accordance with the Meath County Development Plan. EV provision is detailed in Section 1.9.2 EV Charging</li> </ul>

<p>applied and the level of car parking, EV parking and bicycle parking to be provided within the proposed development, to be in accordance with the requirements of the 2021-2027 Meath County Development Plan.</p> <ul style="list-style-type: none"> <li>ii. The Applicant should provide a dedicated drawing outlining the locations of the proposed bicycle parking facilities. This drawing should also be supplemented with further detail on the proposed bicycle stores (resident and visitor stores) including plan, elevation, and section details of the proposed stores.</li> <li>iii. The applicant does not appear to have provided bicycle parking for the creche. Covered bicycle parking should be provided for staff and the visitor/parent drop-off should be capable of catering for cargo bicycle and bicycles with trailers.</li> </ul>	<p>Points (DM Objectives 94–95), confirming that each house is provided with a pre-wired EV charger connection point, all communal apartment parking spaces include reservation strips and 100% ducting and wiring (exceeding the 20% requirement of DM Objective 94), and the creche is provided with ducting and wiring to 8 of the 11 in-curtilage parking spaces – see Drawing No. 24004-AR-145 and EV Layout Plan (Drawing No. 252741-ORS-ZZ-00-DR-E-6303).</p> <ul style="list-style-type: none"> <li>ii. Bicycle parking locations are shown on ODA Drawing No. 24004-AR-146 with supporting store details provided, and EV parking provision is set out in Drawing No. 24004-AR-145 and EV Layout Plan prepared by ORS Consulting Engineers (Drawing No. 252741-ORS-ZZ-00-DR-E-6303).</li> <li>iii. Creche bicycle parking is provided to the west of the building within the curtilage, including provision for cargo bikes and bike trailers.</li> </ul>
<p>F) General</p> <ul style="list-style-type: none"> <li>i. The Applicant is required to provide a services corridor and surface water culvert through the site to facilitate the diversion of an existing surface water culvert that is part of an OPW arterial drainage channel – C1/19.</li> </ul> <p>Prior to the lodgement of any LRD application, the Applicant shall agree the design of the services corridor and surface water culvert with Meath County Council’s Environment Department and the OPW, as necessary.</p> <ul style="list-style-type: none"> <li>ii. The proposed foul pumping station is located in close proximity to Flood Zones A &amp; B. The Planning Authority requires that further consideration be given to the proposed design, proposed levels and the flood resilience of the proposed foul pumping station. All details should be forwarded to the Planning Authority for agreement.</li> <li>iii. The Applicant will be required to construct and complete the crèche prior to the occupation of any units on site.</li> </ul>	<ul style="list-style-type: none"> <li>i. Please refer to Section 3.8 of the Engineering Assessment Report prepared by Waterman Moylan, which addresses the existing culvert. Following detailed investigations, including a CCTV survey of the existing culvert, a wayleave for a potential future replacement culvert through the subject site has been incorporated into the proposed development.</li> </ul> <p>The proposed culvert route and associated wayleave were developed in consultation with Meath County Council and agreed with Mr. Damien O'Brien of the Council's Environment Department through ongoing engagement following the issuance of the LRD Opinion. The agreed arrangement is illustrated on Drawing No. TRIM-WAT-ZZ-XX-DR-C-P501.</p> <ul style="list-style-type: none"> <li>ii. The design, levels and flood resilience measures associated with the proposed foul pumping station have been carefully considered as part of the Engineering Design Report and Flood</li> </ul>

<ul style="list-style-type: none"> <li>iv. The Applicant is requested to submit an outline Mobility Management Plan for agreement.</li> <li>v. The Applicant is requested to submit an Outline Construction Traffic Management Plan (CTMP) and an outline Construction Phasing Plan.</li> <li>vi. The applicant shall agree the detailed design of the Home Zones/Shared Surfaces, including materials, signage etc. prior to commencement.</li> <li>vii. The applicant shall provide an additional verge of at least 0.3 metres, between the footpaths and any adjacent perpendicular car parking.</li> <li>viii. The applicant shall submit a draft Mobility Management Plan for agreement, prior to commencement.</li> </ul>	<p>Risk Assessment (FRA) submitted with this application. The pumping station has been designed having regard to its proximity to Flood Zones A and B, and appropriate mitigation measures have been incorporated where required. Full details are provided in the accompanying Engineering Design Report and FRA.</p> <ul style="list-style-type: none"> <li>iii. The creche is included within Phase 1 of the development. Please refer to the Phasing Site Layout Plan included within the Architects' drawings (Drawing No. 24004-AR-130).</li> <li>iv. An Outline Mobility Management Plan has been prepared by Hora Property Consultants and is submitted with the application.</li> <li>v. A Construction Phasing Plan have been prepared and are submitted with the application. Please also refer to the Phasing Site Layout Plan included within the Architects' drawings (Drawing No. 24004-AR-130).</li> <li>vi. Noted. No Home Zones or shared surface roads are proposed as part of the revised development layout.</li> <li>vii. Perpendicular parking is provided only at the apartment buildings and creche. Reservations of between 0.75m and 1.2m are provided adjacent to these spaces, exceeding the minimum 0.3m verge requirement.</li> <li>viii. An Outline Mobility Management Plan has been prepared by Hora Property Consultants and is submitted with the application.</li> </ul>
<b>11. Water &amp; Wastewater</b>	
<p>The existence of a CoF for the development's connection to services from Uisce Éireann is noted.</p>	<p>Please refer to the Confirmation of Feasibility included within the Waterman Moylan Engineering Pack.</p>
<p>A Statement of Design Acceptance shall be obtained from Uisce Éireann and included with full LRD application.</p>	<p>Please refer to Statement of Design Acceptance included within the Waterman Moylan Engineering Pack.</p>
<b>12. Public Lighting</b>	
<p>a) Public lighting shall be provided to all public spaces within the confines of the development (including road frontage). The public lighting shall be designed and installed as per "Meath County</p>	<p>Please refer to Public Lighting plan and Report prepared by ORS Consulting Engineers.</p>

<p>Councils; Public Lighting Technical Specification &amp; Requirements” document.</p>	
<p>b) The Applicant is advised to ensure that proposals are consistent with any mitigation requirements for bat activity.</p>	<p>Please refer to the Ecological Impact Assessment (ECIA) prepared by Altemar, which addresses bat activity and outlines any relevant mitigation measures incorporated into the proposed development.</p>
<p><b>13. Noise</b></p>	
<p>a) Noise mitigation should be incorporated into building design and layout of the scheme, as necessary. Sensitive noise receptors, including the childcare facility should be considered in the EIAR.</p>	<p>Noise mitigation measures have been incorporated into the design and layout of the proposed development as appropriate, with consideration given to sensitive receptors including the childcare facility.</p>
<p><b>14. CEMP Waste Management</b></p>	
<p>a) The Applicant should submit a Construction Environmental Management Plan (CEMP) and Waste Management Plan. This will need to take account of any mitigation proposed in the EIAR, NIS, EcIA, Arboricultural Assessment, or other environmental assessments, etc.</p> <p>The Applicant has obligations under the Waste Management Act 1996 as amended with details to be included in the CEMP. The CEMP must address extremes of weather, impacts on receptors and mitigation; and should be kept as a live document, communicated to all relevant personnel on site. Where relevant, consultation with the Environment Department regarding the CEMP of Meath County Council may be required.</p> <p>The Applicant is also referred to EPA (2021) Best Practice Guidelines for the preparation of Resource &amp; Waste Management Plans for Construction &amp; Demolition Projects (see Section 3.1 on pages 9 and 10 of the document and Text box 2 and 33).</p>	<p>A CEMP and Resource &amp; Waste Management Plan has been prepared by ORS Consulting Engineers in accordance with relevant guidance and mitigation requirements.</p>
<p><b>15. Taking In Charge (TIC)/ Management Company</b></p>	
<p>Details regarding TIC and a management company will be required for the proposed development. Apartment blocks must be managed by a specific management company. TIC proposals must be in accordance with MCC’s TIC requirements.</p>	<p>Please refer to Taking in Charge drawing prepared by O’Daly Architects.</p>
<p><b>16. Fire Safety</b></p>	
<p>a) Fire Safety Certificate application required under Part III of the Building Control Regulations for each proposed residential and crèche unit. Note: Fire safety issues with regard to the</p>	<p>Noted.</p>

<p>proposed development/works in terms of design, layout, construction, external fire spread, access and sources of water for firefighting, as well as any proposed active &amp; passive fire protection systems, will be examined in detail by the Fire Officer at the Fire Safety Certification application stage.</p>	
<p>b) The design of the housing units shall be in accordance with the recommendations of Technical Guidance Document B (Fire Safety) Volume 2, Dwelling Houses.</p>	<p>Noted.</p>
<p>c) Suitable fire brigade vehicle access shall be provided in accordance with the recommendations of Section 5.2 of Technical Guidance Document B, Fire Safety, to the building Regulations 2006 (Reprinted Edition 2020).</p>	<p>Hardstanding suitable for fire tender access is provided adjacent to all buildings. Please refer to the fire tender tracking analysis included with the application on WM Drawing No. 23-041-P150.</p>
<p>d) Suitable external fire mains/hydrants shall be provided in accordance with the recommendations of section 5.1.7 and section 5.1.8 of Technical Guidance Document B, Fire Safety, to the building Regulations 2006 (Reprinted Edition 2020).</p>	<p>Hydrant locations are shown on the Water Supply Layout. Please refer to WM Drawing No. 23-041-P300.</p>
<p><b>17. Energy Efficiency</b></p>	
<p>The Applicant should be advised to consider and address the details in INF POL 38 and Section 10.5.6, Section 11.4.1 and associated policies and objectives in the MCDP in relation to energy conservation and efficiency. The Compact Settlement Guidelines (2024) Appendix refers to a requirement to prepare a 'Climate Action and Energy Statement for 30+ units' to be submitted as part of the planning application.</p>	<p>Please refer to the Climate Action and Energy Statement prepared by ORS, submitted as part of the LRD planning application.</p>
<p><b>18. Public Artwork</b></p>	
<p>A proposal for a public artwork will be required in the residential development, which should ideally be incorporated in the landscape scheme in a central area of public open space.</p> <p>Please submit details of same as part of the application.</p>	<p>Noted. Public artwork will be provided within the development and will be integrated into a prominent area of public open space as part of the landscape scheme.</p> <p>The applicant will engage with the Arts Office and a suitably qualified artist to determine the final design and location. The artwork will be developed in consultation with Meath County Council to ensure it is appropriately sited and contributes positively to placemaking, local identity and the quality of the public realm.</p>
<p><b>19. Estate Name</b></p>	
<p>The Applicant should consider proposed names for the residential development and submit same as part of the application. It should reflect local placenames or historic significance to the</p>	<p>The Applicant proposes the name "Wellbrook" for the residential development.</p>

<p>area, etc. and will be compared to other similarly named housing developments. Please refer to Section 11.5.14 of the MCDP.</p>	<p>The name is derived from St. Patrick’s Holy Well and associated natural springs and brooks within the site, reflecting the local landscape and heritage context. The Irish name “Sruthán an Tobair” is also proposed.</p> <p>“Wellbrook” provides a distinctive, site-specific name consistent with Section 11.5.14 of the MCDP. Please refer to page 28 of the Architectural Design Statement for full details.</p>
<p><b>20. Electrical Infrastructure/Telecom Services</b></p>	
<p>The proposed development should not interfere with electricity infrastructure including overhead cables across/ through the site, and it is advised that the Applicant consults directly with ESB Networks, Telecom providers, etc. and incorporates any proposals into the layout submitted for the planning application.</p>	<p>The proposed development has been designed to avoid interference with existing electrical infrastructure, including overhead cables traversing the site. Consultation will be undertaken with ESB Networks and relevant telecommunications providers, as required. Please refer to the M&amp;E drawings prepared by ORS for details of the proposed electrical and utilities infrastructure.</p>
<p><b>21. General</b></p>	
<p>a) All documents must be updated to reflect final design proposals.</p>	<p>All documents have been updated to reflect the final design proposals.</p>
<p>b) Any mitigation associated with environmental impacts or best practice must be incorporated into the design of the development.</p>	<p>Please refer to the Construction Environmental Management Plan (CEMP) prepared by ORS and the Ecology pack prepared by Altemar, which set out the mitigation measure.</p>
<p>c) Site boundary delineation must be consistent across all drawings and documents associated with any future planning application lodged to the Planning Authority.</p>	<p>Please refer to the Architectural Drawing Pack, where the site boundary is shown consistently across all submitted drawings and associated application documentation.</p>
<p>d) A clear drawing schedule is to be provided. Floor plans, elevations and sections must be specific to each unit/ block with clear numbering provided.</p>	<p>Please refer to the Architectural Drawing Pack, which includes a comprehensive drawing schedule. Floor plans, elevations and sections are provided for each unit type and block, with clear and consistent numbering throughout.</p>
<p>e) The Applicant is also advised to consider the minutes of Section 247 and LRD meetings to ensure all points have been considered in the application, where not already completed.</p>	<p>The minutes of the Section 247 and LRD meetings have been reviewed and considered in the preparation of the application documentation.</p>
<p>f) Public Notices should appropriately reference all relevant planning applications within the proposed red line boundary or encroached by same.</p>	<p>This is noted. Please refer to public notices that accompany this LRD application.</p>
<p>g) The Applicant is requested to provide 2 no. printed copies of all documents as part of the planning application.</p>	<p>Hardcopies provided.</p>
<p>h) The Applicant will need to provide a clear and full schedule of drawings for each type of residential component and element of the development on the site as part of the</p>	<p>Please refer to the Architectural Drawing Pack, which includes a comprehensive schedule of drawings for all house types and configurations,</p>

application (including right-entry, left-entry, end-of-terrace, mid-terrace, all elevations, etc.).	including right-entry, left-entry, end-of-terrace, mid-terrace units and all associated elevations.
i) A Key Plan is requested to assist with the identification of house elevation drawings.	Noted. This is provided.

## Statement of Consistency

### Local Planning Policy

Meath County Development Plan 2021-2027 including V1, V2, & V3

The site is located within the administrative area of Meath County Council and is therefore subject to the land use policies and objectives of the County Development Plan 2021-2027.

The majority of subject site is zoned ‘A2 – New Residential’ with the objective ‘*to provide for new residential communities with ancillary community facilities, neighbourhood facilities as considered appropriate.*’ Residential development and parks are all permitted in principle on this land-use zoning.

A very small portion of the site is also zoned ‘F1 - Open Space’ with the objective ‘*To provide for and improve open spaces for active and passive recreational amenities.*’ Childcare Facility is listed as an open to consideration use. The guidance within the development plan states that the Planning Authority will consider development proposals for utility development on F1 open space zoned on a case-by-case basis subject to the works being ancillary to and necessary for the appropriate development of adjacent lands.

The bank facing the Boyne is H1 zoning (High Amenity) with the objective “*to protect and improve areas of high amenity*”.

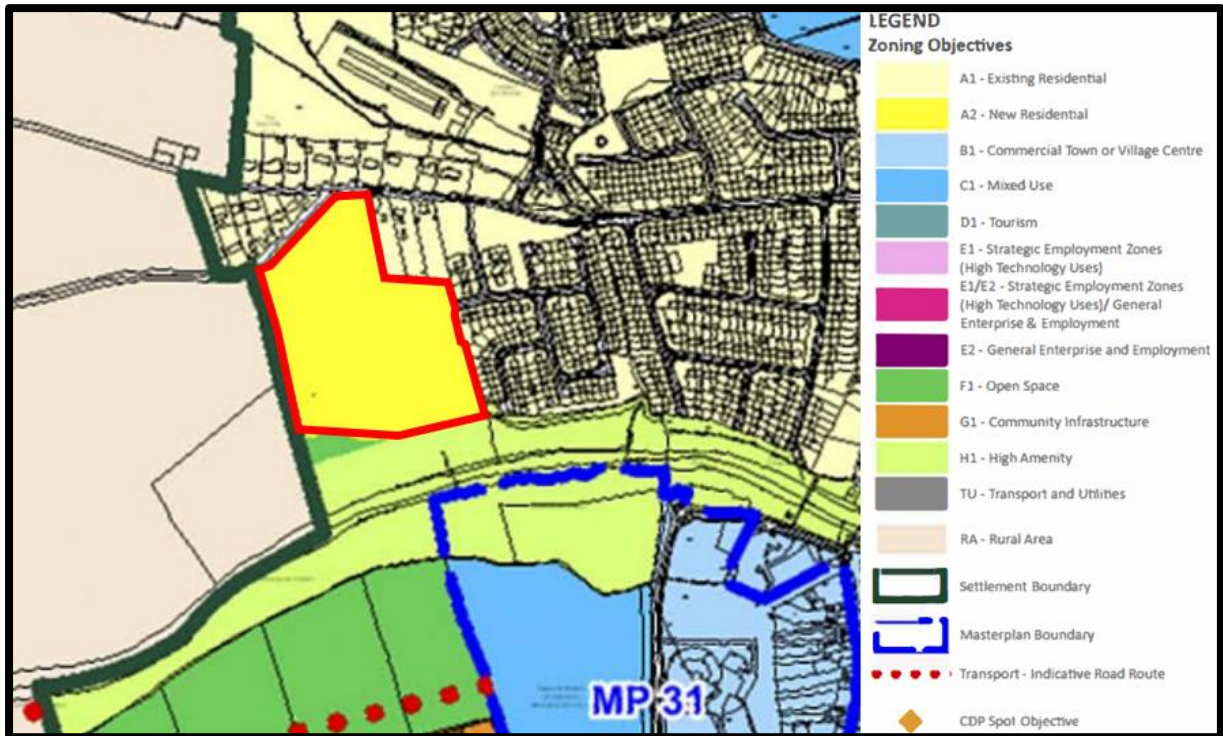
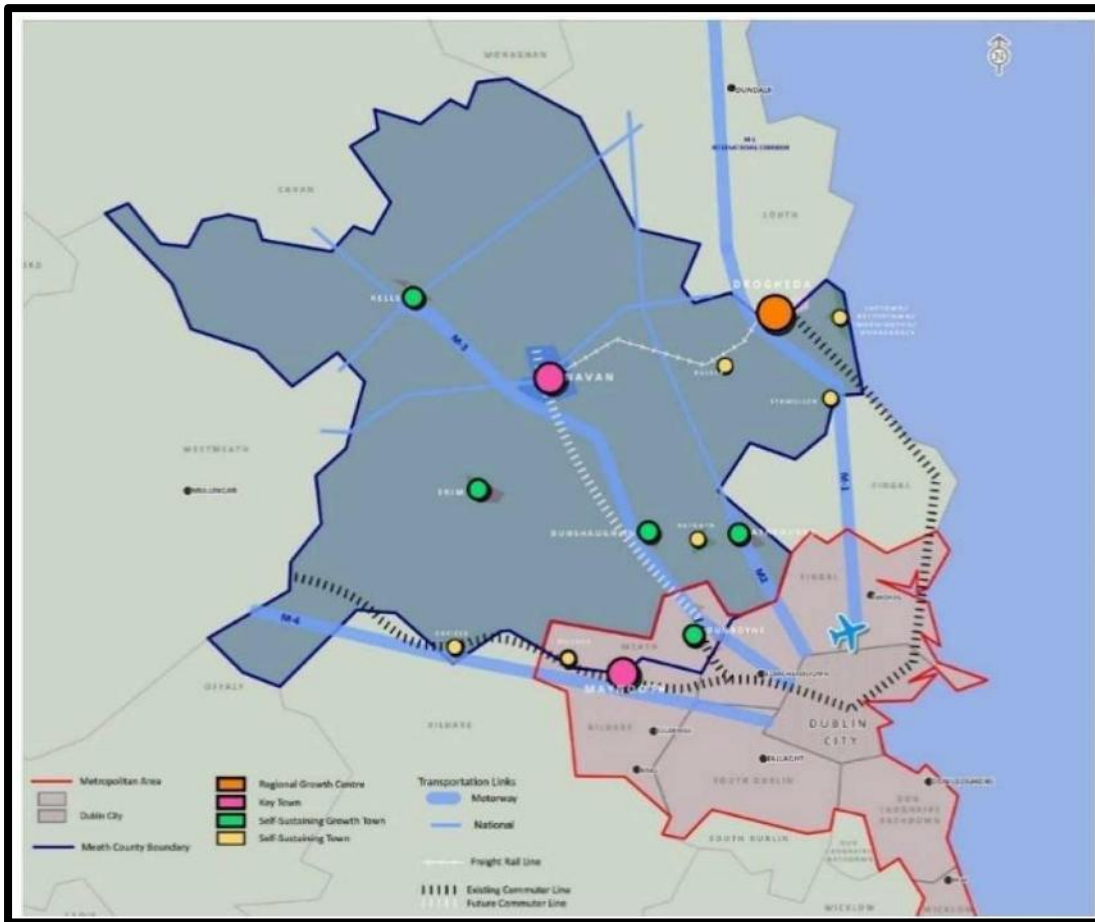


Figure 27: Landuse Zoning as per Meath County Development Plan 2021-2027

*Core Strategy & Settlement Strategy*

Trim is identified as a 'Self Sustaining Growth Town' within the Core Strategy, which is described as "Towns with a moderate level of jobs and services – includes sub- county market and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining"



Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I	Column J	Column K
Settlement	Population 2016	Projected population increase to 2027	Projected population 2027	Approximate households completed 2016-2019	Extant units not yet built	Household allocation 2020-2027 <sup>21</sup>	Potential units to be delivered on infill/brownfield lands <sup>22</sup>	Quantum of land zoned for residential use (ha)	Quantum of land zoned for existing residential use (ha)	Quantum of land zoned for mix of uses (ha)
Self-Sustaining Growth Town										
Trim	9,194	2,250	11,444	31	437	1,333	812	41.92	177.94	36.65
Kells	6,135	1,000	7,135	48	391	452	400	19.67	135.20	24.07
Dunshaughlin	4,035	2,200	6,235	470	1,156 <sup>a</sup>	1,003	82	33.09	110.33	15.26

Trim is projected to have a population of 11,444 by 2027. The table above shows that there are 437 extant units that have not yet been built.

Policy / Objective	Response
CS POL 1 To promote and facilitate the development of sustainable communities in the County by	The proposed Large-Scale Development aligns with this objective by contributing to the sustainable and compact urban community.

<p>monitoring and managing the level of growth in each settlement to ensure future growth is in accordance with the Core Strategy and County Settlement Hierarchy in order to deliver compact urban areas and sustainable rural communities.</p>	
<p>CS OBJ 1 To secure the implementation of the Core Strategy and Settlement Strategy, in so far as practicable, by directing growth towards designated settlements, subject to the availability of infrastructure and services.</p>	<p>The proposed Large-scale Development supports the implementation aligning with the housing targets, settlement role, and infrastructure capacity outlined in the Core Strategy and County Settlement Hierarchy.</p>
<p>CS OBJ 3 To ensure the implementation of the population, housing growth and household allocation set out in the Core Strategy and Settlement Strategy, in so far as practicable. Meath County Council will monitor the number of units that are permitted and delivered as part of the implementation of this objective, in compliance with the Development Plan Guidelines 2022.</p>	<p>The proposed Residential development this compact growth objective, as it prioritises the efficient use of underutilised and strategically located land within or adjacent to the town's existing built-up footprint.</p>
<p>CS OBJ 4 To achieve more compact growth by promoting the development of infill and brownfield/regeneration sites and the redevelopment of underutilised land within and close to the existing built-up footprint of existing settlements in preference to edge of centre locations.</p>	<p>The proposed development aligns strongly with this objective by targeting land within or immediately adjoining the town's existing built-up area, rather than on the settlement's periphery.</p>
<p>CS OBJ 5 To deliver at least 30% of all new homes in urban areas within the existing built-up footprint of settlements.</p>	<p>The proposed LRD in Trim aligns with this objective by contributing directly to the target of delivering a significant proportion of new homes within the existing built-up footprint of the town, rather than on peripheral or greenfield sites.</p>
<p>CS OBJ 16 To support the creation of 'live work' communities, in which employment and residential accommodation are located in close proximity to each other and strategic multi-modal transport corridors, and to reduce long distance commuter trends and congestion.</p>	<p>The proposed development will benefit from public transport facilities serving the town including bus routes running to Dublin City Centre and being in close proximity.</p>
<p>CS OBJ 18 To incorporate the relevant housing needs for 2027 into the Housing Strategy over the lifetime of the Development Plan.</p>	<p>The proposed development will positively contribute to achieving this objective by addressing housing needs and providing houses in the area.</p>
<p>CS OBJ 19 To implement an Active Land Management Strategy in relation to vacant land in settlements within County Meath and to maintain and</p>	<p>The proposed development aligns directly with CS OBJ 19 by facilitating the productive redevelopment of underutilised and potentially vacant zoned land within the built footprint of</p>

<p>update as required a Vacant Sites Register to ensure efficient and sustainable use of the County's land resources in accordance with the provisions of the Urban Regeneration and Housing Act 2015 as well as the Planning and Development Act 2000, as amended</p>	<p>Trim, thereby supporting Meath County Council's Active Land Management Strategy.</p>
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Settlement and Housing Strategy:

Policy / Objective	Response
<p>SH POL 1 To ensure that all settlements, in as far as practicable, develop in a self-sufficient manner with population growth occurring in tandem with the provision of physical and social infrastructure.</p>	<p>It is considered that the proposed LRD is in a suitable location for residential development in order for Trim to continue to develop in a self-sufficient manner to facilitate additional population growth in line with its Settlement Strategy status.</p>
<p>SH POL 2 To promote the consolidation of existing settlements and the creation of compact urban forms through the utilisation of infill and brownfield lands in preference to edge of centre locations.</p>	<p>The site's location is considered to be acceptable in terms of maintaining the town's compact urban form and locating residential close to social infrastructure and public transport</p>
<p>SH POL 3 To support the creation of healthy and sustainable communities that encourages and facilitates walking and cycling and general physical activity through the implementation of best practices in urban design that promotes permeability and interconnecting spaces.</p>	<p>The proposed development contributes to the creation of sustainable communities via the proposed cycle and pedestrian paths proposed along the distributor road, in line with urban design principles promoting permeability.</p>
<p>SH POL 4 To promote social integration and the provision of a range of dwelling types in residential developments that would encourage a mix of tenure, particularly in any State funded house building programmes.</p>	<p>The proposed development provides a range of unit sizes is proposed for the scheme it ranges from 1-bedroom apartments to 4-bedroom houses, including Part V units. This mix of residential unit types results significantly improves the mix of the general area.</p>
<p>SH POL 5 To secure a mix of housing types and sizes, including single storey properties, particularly in larger developments to meet the needs of different categories of households.</p>	<p>The houses are designed to be adaptable to evolving household needs. Generous ground-floor layouts allow for easy reconfiguration—for example, converting a front living room into a ground-floor bedroom without requiring structural alteration.</p>
<p>SH POL 6</p>	<p>The proposed houses are own door housing which can be adapted for the future needs of the</p>

<p>To support the provision of accommodation for older people and for people with disabilities that would allow for independent and semi-independent living in locations that are proximate to town and village centres and services and amenities such as shops, local healthcare facilities, parks and community centres.</p>	<p>homeowner. The proposal has been designed for ease of access throughout the site in accordance with Part M of the building regulations.</p>
<p>SH OBJ 14 To apply a 10% social housing requirement, pursuant to Part V of the Planning and Development Act 2000, as amended, to land zoned for residential use, or for a mixture of residential and other uses, except where the development would be exempted from this requirement.</p>	<p>Please refer to the Part V pack submitted as part of this application.</p>
<p>SH OBJ 18 To support the provision of accommodation that would satisfy the requirements of people with a disability and the implementation of the 'Strategic Plan for Housing Persons with Disabilities 2016-2019' and any subsequent Plan adopted during the lifetime of the Development Plan.</p>	<p>The proposed houses are own door housing which can be adapted for the future needs of the homeowner. The proposal has been designed for ease of access throughout the site in accordance with Part M of the building regulations.</p>
<p>SH POL 7 To encourage and foster the creation of attractive, mixed use, sustainable communities that include a suitable mix of housing types and tenures with supporting facilities, amenities, and services that meet the needs of the entire community and accord with the principles of universal design, in so far as practicable.</p>	<p>The proposed Residential Development provides a mix of housing types, a creche and a significant amount of public open space which would serve the needs of the community in line with the principles of universal design.</p>
<p>SH POL 8 To support the creation of attractive residential developments with a range of housing options and appropriate provision of functional public and private open space that is consistent with the standards and principles set out in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and the associated Urban Design Manual – A Best Practice Guide, DEHLG (2009) and any subsequent Guidelines.</p>	<p>The Proposed development demonstrates a commitment to delivering an attractive and sustainable residential environment. The plan incorporates a diverse range of housing types, which supports inclusive community development and meets varied demographic needs. The proposal provides a generous amount of public open space, communal open space and each unit contains private amenity space.</p>
<p>SH POL 9 To promote higher residential densities in appropriate locations and in particular close to town centres and along public transport corridors, in accordance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009).</p>	<p>The proposed density of 32.4 uph is considered acceptable given the site's location in proximity to Kell's main street and is located at c.950m from the nearest bus stop. Bus route 111 operates between Cavan and Wilton Terrace (Dublin) via Granard and Trim with frequent services throughout the week. On weekdays, buses run every 60 minutes from 6:00 to 22:00</p>

	from Cavan, with extra services at 7:05 and 7:25, and every 60 minutes from Dublin between 8:20 and 00:10, with additional evening departures. On Saturdays, the service runs hourly in both directions from early morning until midnight.
SH POL 10 To require that applications for residential development take an integrated and balanced approach to movement, place making, and streetscape design in accordance with the requirements of the Design Manual for Urban Roads and Streets, DTTS and DECLG (2013 and updated in 2019).	The proposed development has been fully designed in accordance with DMURS.
SH POL 11 To encourage improvements in the environmental performance of buildings by promoting energy efficiency and energy conservation in existing and new developments in line with best practice.	Noted. The proposed dwellings have been designed to maximise natural ventilation, solar gain, and daylight penetration where feasible, enhancing the energy efficiency and comfort of the development.
SH POL 12 To promote innovation in architectural design that delivers buildings of a high-quality that positively contributes to the built environment and local streetscape.	The proposed dwellings have been designed to a high architectural standard that will positively contribute to the area.
SH POL 13 To require that all new residential developments shall be in accordance with the standards set out in the Development Management Standards and Land Use Zoning Objectives set out in Chapter 11 of this Plan, in so far as is practicable.	Noted. The proposed development is fully in accordance with the Development Management Standards and Land Use Zoning Objectives set out in Chapter 11 of the Development Plan.
SH OBJ 20 To promote the development of vacant residential and regeneration sites in all development centres in the County, as appropriate, in accordance with the requirements of the Urban Regeneration and Housing Act 2015 (as amended).	The proposed LRD prioritises the efficient use of land through the development of vacant and regeneration sites within the town and promoting sustainable urban growth and helping to reduce urban sprawl.
SH OBJ 21 To require that, where relevant, all new residential developments shall be in accordance with SSPR 1 to SPPR 4 of the Urban Development and Building Heights Guidelines for Planning Authorities, December 2018 as well as SPPR 1 to SPPR 9 of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, March 2018. All new residential development should comply with the densities outlined in Chapter 11 of this plan.	Noted. Please refer to the Statement of Consistency relating to National Policy above for an assessment against SSPR 1 to SPPR 4 of the Urban Development and Building Heights Guidelines for Planning Authorities, and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities.
SH OBJ 22 The Planning Authority will require the provision of between 15-30% of dwellings and apartments	The proposed development has been designed to accommodate the needs of a diverse range of households. The generous ground-floor layouts

<p>in new residential developments of ten units or more to be Age Friendly Lifetime Adaptable Homes, suitable to accommodate or adaptable to provide accommodation for people with disabilities and older people in accordance with the requirements of the 'Housing Options for Our Ageing Population Policy Statement' (2019), published by the Department of Housing, Planning and Local Government and the Department of Health and 'Building for Everyone: A Universal Design', 'Universal Design Guidelines for Homes in Ireland' developed by the Centre for Excellence in Universal Design (National Disability Authority) and section 11.5.29 of this Plan. Planning applications will be required to demonstrate compliance with this objective, and to show an accessible route to the residential units from the boundary of the property. Proximity and access to local services must also be considered relative to the units which are accessible. A universal design statement shall be provided as part of all new planning applications to demonstrate this requirement.</p>	<p>offer flexibility and can be readily adapted for alternative uses, including a ground-floor bedroom for occupants with reduced mobility or a home office for remote working. All apartment units will be accessible via lift access.</p> <p>Further details are provided in the Architectural Design Statement and accompanying drawings.</p>
<p>SH OBJ 23 To require that all new residential development applications of 50 units or more are accompanied by a Social Infrastructure Assessment (SIA) to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents in accordance with the requirements of policy SOC POL 6 in the 'Community Building Strategy' (Chapter 7).</p>	<p>A Social and Community Infrastructure Report has been prepared by McGill Planning and accompanies this application. The report assesses the capacity of existing social and community facilities in accordance with SH OBJ 23 and Policy SOC POL 6, and confirms that the proposed development can be adequately supported by existing and planned infrastructure. Accordingly, the proposal is consistent with SH OBJ 23.</p>
<p>SH OBJ 24 Meath County Council recognises the importance of social inclusion and will require 30% of social housing to be fully accessible and built with a universal design approach which will mean that the property will be flexible and can be changed as needed over the course of the occupant's lifetime.</p>	<p>This is noted. Please refer to the Part V pack submitted as part of this LRD application.</p>

Movement Strategy

Policy / Objective	Response
<p>MOV POL 4 To promote higher residential development densities in settlement centres along public transport corridors, subject to compliance with normal planning criteria.</p>	<p>The proposed development delivers a net density of 32.4 dwellings per hectare on serviced lands within Trim. The scheme represents an efficient use of land in an accessible location and is therefore consistent with MOV POL 4.</p>

<p><b>MOV OBJ 3</b> To ensure that design for cycle infrastructure for all relevant developments shall be carried out in accordance with the Greater Dublin Area Cycle Network Plan, other relevant design standards or any successors to these documents.</p>	<p>The proposed development supports cycling through the provision of a shared pedestrian and cycle route along the Kildalkey Road frontage, connections to the wider Trim cycle network, and secure bicycle parking for residents, visitors and the proposed crèche. Cycle facilities have been designed in accordance with relevant standards and are consistent with the objectives of MOV OBJ 3.</p>
<p><b>MOV OBJ 25</b> To facilitate the provision of electricity charging infrastructure for electric vehicles both on street and in new developments in accordance with car parking standards and best practice.</p>	<p>As part of the proposed development, all residential units will be fitted with appropriate ducting such that in curtilage parking can be fitted with EV chargers as required by the owner/occupiers, in accordance with the car parking standards and best practice. Please also refer to EV parking proposal prepared by ORS Consulting Engineers.</p>
<p><b>MOV POL 28</b> To promote the carrying out of Road Safety Audits and Road Safety Impact Assessments on new road schemes, road and junction improvements and traffic management schemes in accordance with the TII Publication TII-GE-STY-01024 and advice contained in the DTTAS (DTO) Traffic Management Guidelines 2012.</p>	<p>As part of this LRD planning application, a DMURS Quality Audit has been prepared by Waterman Moylan Consulting Engineers.</p>
<p><b>MOV OBJ 30</b> To request the submission of a quality audit pedestrian and cycling permeability plans as part of new housing developments</p>	
<p><b>MOV OBJ 46</b> To require provision of parking standards in accordance with the standards set out in Chapter 11 Development Management for all developments.</p>	<p>The proposed development provides car parking in accordance with the standards set out in Chapter 11 of the Meath County Development Plan and all relevant national guidance. Details of the parking provision are set out in the Engineering Services Plan prepared by Waterman Moylan and the Traffic &amp; Transport Assessment and Mobility Management Plan prepared by ORS. Accordingly, the proposal is consistent with MOV OBJ 46.</p>

Infrastructure Strategy

<b>Policy / Objective</b>	<b>Response</b>
<p><b>INF POL 5</b> To require that in the case of all developments where public watermains are available or likely to be available and have sufficient capacity, that such development shall connect to them.</p>	<p>Please refer to of the Engineering Services Report prepared by Waterman Moylan Consulting Engineers, which includes a Confirmation of Feasibility from Uisce Éireann, and a Statement of Design Acceptance from Uisce Éireann.</p>
<p><b>INF POL 12</b> To require that in the case of all developments where the public foul sewer network is available</p>	

<p>or likely to be available and has sufficient capacity, that development shall be connected to it.</p>	
<p><b>INF POL 16</b> To ensure that all planning applications for new development have regard to the surface water management policies provided for in the GSDSDS</p>	<p>The proposed development has been designed in accordance with relevant management policies provided for in the GSDSDS. Please refer to the Engineering Services Report prepared by Waterman Moylan Consulting Engineers.</p>
<p><b>INF POL 20</b> To require that a Flood Risk Assessment is carried out for any development proposal, where flood risk may be an issue in accordance with the “Planning System and Flood Risk Management – Guidelines for Planning Authorities” (DoECLG/OPW, 2009). This assessment shall be appropriate to the scale and nature of risk to and from the potential development and shall consider the impact of climate change.</p>	<p>A Flood Risk Assessment has been prepared by JBA to accompany the subject LRD application, in accordance with INF POL 20.</p>
<p><b>INF OBJ 18</b> To ensure that new developments provide for the separation of foul and surface water drainage networks within application site boundaries.</p>	<p>The proposed development incorporates separate foul and surface water drainage networks within the site boundary in accordance with Uisce Éireann requirements. Foul drainage will be facilitated by a dedicated pumping station and rising main serving the development. Accordingly, the proposal is consistent with INF OBJ 18. Further details are provided in the Engineering Services Report prepared by Waterman Moylan Consulting Engineers.</p>
<p><b>INF OBJ 38</b> To establish riparian corridors free from new development along all significant watercourses and streams in the County as follows: -A 10 metre wide riparian buffer strip measured from the top of the bank either side of all watercourses in urban areas; - A 30m wide riparian buffer strip from top of bank to either side of all watercourses is required as a minimum outside of urban areas.</p>	<p>The River Boyne is located to the south of the site; however, all built development is set back in excess of 70 metres from the riverbank, significantly exceeding the riparian buffer requirements of INF OBJ 38. The proposed rising main crossing beneath the River Boyne will be installed by Horizontal Directional Drilling (HDD) to minimise environmental impacts. Further details are provided in the Engineering Services Report prepared by Waterman Moylan Consulting Engineers and Hydrogeological Assessment by Dr Robert Meehan.</p>

Cultural and Natural Heritage Strategy

<b>Policy / Objective</b>	<b>Response</b>
<p><b>HER POL 3</b> To require, as part of the development management process, archaeological impact assessments, geophysical survey, test excavations or monitoring as appropriate, for</p>	<p>An Archaeological Impact Assessment and two phases of archaeological test trenching were undertaken by Archer Archaeology having regard to the scale of the development and the archaeological sensitivity of the area. No</p>

<p>development in the vicinity of monuments or in areas of archaeological potential. Where there are upstanding remains, a visual impact assessment may be required.</p>	<p>archaeological features, structures or artefacts were identified within the site and no further archaeological works are required in respect of the residential development. Archaeological monitoring is recommended only in relation to groundworks associated with the proposed foul sewer connection. Accordingly, the proposed development is consistent with HER POL 3 and HER POL 4.</p>
<p>HER POL 4 To require, as part of the development management process, archaeological impact assessments, geophysical survey, test excavations or monitoring as appropriate, where development proposals involve ground clearance of more than half a hectare or for linear developments over one kilometre in length; or developments in proximity to areas with a density of known archaeological monuments and history of discovery as identified by a suitably qualified archaeologist.</p>	
<p>HER POL 27 To protect, conserve and enhance the County's biodiversity where appropriate.</p>	
<p>HER OBJ 33 To ensure an Appropriate Assessment in accordance with Article 6(3) and Article 6(4) of the Habitats Directives (92/43/EEC) and in accordance with the Department of Environment, Heritage and Local Government Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009 and relevant EPA and European Commission guidance documents, is carried out in respect of any plan or project not directly connected with or necessary for the management of the site but likely to have a significant effect on a Natura 2000 site(s), either individually or in-combination with other plans or projects, in view of the site's conservation objectives.</p>	
<p>HER OBJ 35 To ensure that development does not have a significant adverse impact, incapable of satisfactory avoidance or mitigation, on plant, animal or bird species protected by law.</p>	
<p>HER POL 37 To encourage the retention of hedgerows and other distinctive boundary treatments in rural areas and prevent loss and fragmentation, where practically possible. Where removal of a hedgerow, stone wall or other distinctive boundary treatment is unavoidable, mitigation by provision of the same type of boundary will be required.</p>	
<p>HER OBJ 50</p>	

<p>To require landscape and visual impact assessments prepared by suitably qualified professionals be submitted with planning applications for development which may have significant impact on landscape character areas of medium or high sensitivity.</p>	
<p>HER OBJ 60 To encourage, pursuant to Article 10 of the Habitats Directive (92/43/EEC), the management of features of the landscape, such as traditional field boundaries, important for the ecological coherence of the Natura 2000 network and essential for the migration, dispersal and genetic exchange of wild species.</p>	<p>A Hedgerow Appraisal System (HAS) assessment has been undertaken by Altemar for the site in accordance with best practice guidance. The assessment identifies a number of hedgerows and linear landscape features of ecological value, including historical hedgerows and the riparian corridor associated with the River Boyne, which contribute to habitat connectivity and provide movement corridors for wildlife. The proposed development has had regard to the ecological function of these features, and measures including the retention and enhancement of existing hedgerows, the strengthening of gaps through supplementary native planting, and the provision of appropriate buffer zones will support the continued migration, dispersal and genetic exchange of wild species in accordance with Article 10 of the Habitats Directive and HER OBJ 60 of the Meath County Development Plan 2021–2027.</p>

Development Management Standards

Policy / Objective	Response
<p>Section 11.4.1 Energy Efficiency:</p> <p>DM POL 2: Appropriate energy conservation strategies should be employed in location, design, mass, orientation and the choice of materials of all new and renovated developments.</p> <p>DM OBJ 5: Building design which minimises resource consumption, reduces waste, water and energy use shall be incorporated where possible, in all new and renovated developments.</p> <p>DM OBJ 6: Building design shall maximise natural ventilation, solar gain and daylight, where possible, all new and renovated developments.</p> <p>DM OBJ 7: Sustainable Urban Drainage Systems (SuDS) measures are required to form part of the design of all developments.</p>	<p>The County Development Plan policies and objectives relating to energy efficiency are noted.</p> <p>The proposed dwellings have been designed to maximise natural ventilation, solar gain, and daylight penetration where feasible, enhancing the energy efficiency and comfort of the development.</p> <p>Sustainable Urban Drainage Systems (SuDS) have been integrated into the design to manage surface water runoff effectively, in line with best practice guidelines.</p>

<p>Section 11.4.2 Access for all</p> <p>DM OBJ 8: The Council will seek to encourage the implementation of best practice standards with regard to access in both indoor and outdoor environments.</p>	<p>Each of the houses are own door units and have been designed with universal access principles. Each dwelling also has the ability to be adapted to suit the requirements of the resident.</p> <p>The outdoor spaces have been designed to implement best practice standards to be accessible to all.</p>
<p>11.4.3 Public Lighting</p> <p>DM POL 3: All public lighting proposals shall be in accordance with the Councils Public Lighting Technical Specification &amp; Requirements, June 2017, and the Council's Public Lighting Policy, December 2017, (or any updates thereof).</p> <p>DM OBJ 10: The design of all new developments shall take into consideration the layout of the proposed public lighting column locations and the proposed landscape design. Both layouts should achieve the 7 metres separation between all trees and public lighting columns.</p>	<p>Noted. Please refer to the public lighting plan submitted as part of this application.</p> <p>All public lighting will be carried out in accordance with the permitted scheme and any conditions set out by MCC.</p>
<p>DM OBJ 11: Existing trees and hedgerows of biodiversity and/or amenity value shall be retained, where possible.</p>	<p>Please refer to the landscape pack submitted as part of this application. The proposal seeks to retain existing hedgerows and trees where possible, however a number of trees of low quality has been removed. The proposed landscape plan prepared by Jane McCorkell, Landscape Architect demonstrates the generous compensatory planting plan.</p>

#### Residential Development Standards

Policy / Objective	Response
<p>DM POL 4: To require that all proposals for residential development demonstrate compliance with the Sustainable Residential Development in Urban Areas - Cities, Towns &amp; Villages (2009) and the Urban Design Manual-A Best Practice Guide, 2009 or any updates thereof.</p>	<p>The proposed development has been designed in line with the principles of the Sustainable Residential Development in Urban Areas - Cities, Towns &amp; Villages (2009) and the Urban Design Manual-A Best Practice Guide, 2009 and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024).</p>
<p>DM OBJ 12: To encourage and facilitate innovative design solutions for medium to high density residential schemes where substantial compliance with normal development management considerations can be demonstrated.</p>	<p>The proposed development incorporates innovative design solutions for both the houses and the apartments while achieving appropriate levels of open spaces, car parking, cycle parking etc.</p>

<p>DM OBJ 13: A detailed Design Statement shall accompany all planning applications for residential development on sites in excess of 0.2 hectares or for more than 10 residential units.</p>	<p>Please refer to the Design Statement submitted as part of this application by O'Daly Architects.</p>
<p>DM POL 5: To promote sustainable development, a range of densities appropriate to the scale of settlement, site location, availability of public transport and community facilities including open space will be encouraged.</p>	<p>The proposed development is located in a sustainable location in terms of availability to public transport and community facilities. The proposed density reflects the site's location promoting a sustainable development.</p>
<p>DM OBJ 14: The following densities shall be encouraged when considering planning applications for residential development:</p> <p>Residential Development Beside Rail Stations: 50 uph or above Regional Growth Centres/Key Towns: (Navan/Drogheda) - 35-45 uph Self-Sustaining Growth Towns: (Dunboyne, Ashbourne, Trim, Trim): greater than 35uph Self-Sustaining Towns: 25uph - 35uph Smaller Towns and Villages: 25uph - 35 uph Outer locations: 15uph – 25uph</p>	<p>The subject site is located within a Self-Sustaining Growth Town. The proposed development will result in a density of 32.4 uph.</p> <p>This is considered to be an acceptable density given the site's location.</p> <p>The proposed density is also in line with the density range (30-50 uph) as set out in the Compact Guidelines 2024.</p>
<p>DM OBJ 15: As a general rule, the indicative maximum plot ratio standard shall be 1.0 for housing at edge of town locations with an indicative maximum plot ratio of 2.0 in town centre/core locations.</p>	<p>The proposed development will result in an overall gross buildings area of c.20,168 sqm giving an overall plot ratio of 0.35 which remains well below the Development Plan maximum.</p>
<p>DM OBJ 16: Site coverage shall generally not exceed 80%. Higher site coverage may be permissible in certain limited circumstances such as adjacent to public transport corridors; to facilitate areas identified for regeneration purposes; and areas where an appropriate mix of both residential and commercial uses is proposed.</p>	<p>The proposal will result in an overall total area of ground covered by buildings to 10,988 m2 with the same net site area of 56,480m2 giving a revised overall site coverage of 19% which remains well below the Development Plan maximum.</p>
<p>DM OBJ 18: A minimum of 22 metres separation between directly opposing rear windows at first floor level in the case of detached, semi-detached, terraced units shall generally be observed.</p>	<p>DM OBJ 18 of the Development Plan requires a minimum 22-metre separation between directly opposing first-floor rear windows. However, the Sustainable Residential Development and Compact Settlement Guidelines have recently reduced this standard to 16 metres. The proposed development meets or exceeds this requirement where applicable. For details, please refer to the Site Layout Plan prepared by O'Daly Architects included in the pack.</p>
<p>DM OBJ 21: A minimum distance of 2.3 metres shall be provided between dwellings for the full length of the flanks in all developments of detached, semi-detached and end of terrace houses.</p>	<p>This has been achieved. Please refer to the pack prepared by O'Daly Architects.</p>

<p>DM POL 6: To require that the unit typologies proposed provide a sufficient unit mix which addresses wider demographic and household formation trends. The design statement required at DM OBJ 13 shall set out how the proposed scheme is compliant with same.</p>	<p>The proposed unit mix is:</p> <ul style="list-style-type: none"> <li>• 16 no. one-bedroom homes: 9%</li> <li>• 40 no. two-bedroom homes: 22%</li> <li>• 99 no. three-bedroom homes: 54%</li> <li>• 28 no. four-bedroom homes: 15%</li> </ul> <p>This is considered sufficient unit mix which reflects the wider demographic. Please refer to the justification as set out above in the unit mix section within the planning rationale.</p>
<p>DM OBJ 22: The design of any housing scheme shall have regard to the requirement for connectivity between residential areas, community facilities etc. The design of any walkways, lanes or paths connecting housing estates or within housing estates shall be of sufficient width to allow for the safe movement of pedestrians and cyclists. They shall be adequately overlooked and lit and not be excessive in length.</p>	<p>The proposed development has been designed to promote connectivity between adjoining schemes. The proposed walkways and paths are of sufficient width to allow for pedestrians and cyclists.</p>
<p>DM OBJ 23: To require that all applications for residential development shall be accompanied by a detailed phasing plan which demonstrates the early delivery of key infrastructure associated with that scheme.</p>	<p>A phasing plan will be prepared for the full application.</p>
<p>DM OBJ 26: Public open space shall be provided for residential development at a minimum rate of 15% of total site area. In all cases lands zoned F1 Open Space, G1 Community Infrastructure and H1 High Amenity cannot be included as part of the 15%. Each residential development proposal shall be accompanied by a statement setting out how the scheme complies with this requirement.</p>	<p>The proposed development provides 8,842 sq.m of public open space, equating to 15.66% of the relevant site area and thereby exceeding the minimum requirement set out under DM OBJ 26. The public open space calculation excludes lands zoned F1 Open Space, G1 Community Infrastructure and H1 High Amenity, in accordance with the Development Plan requirement.</p> <p>The principal public open spaces incorporate opportunities for natural play, casual recreation and passive leisure, enhanced through seating, pedestrian paths, subtle level changes and biodiversity-led planting. The overall design is informed by principles of inclusivity, universal accessibility and biodiversity enhancement, ensuring that these spaces are attractive and functional for all age groups.</p> <p>In addition, a number of ancillary landscaped areas and green corridors, while not included in the formal public open space calculation, make a positive contribution to the overall amenity,</p>

	character and green infrastructure of the scheme
DM POL 7: Residential development shall provide private open space in accordance with the requirements set out in Table 11.1. Each residential development proposal shall be accompanied by a statement setting out how the scheme complies with the requirements set out in Table 11.1.	The accompanying Housing Quality Assessment demonstrates that all proposed houses comply with the private open space standards set out in Table 11.1 of the Meath County Development Plan. The scheme provides 7,648.13 sq.m of private open space compared to a minimum requirement of 5,360 sq.m, exceeding the required standard by approximately 43%.
DM POL 8: To require the provision of high quality, durable, appropriately designed and secure boundary treatments in all developments.  DM OBJ 28: To require that boundaries between the rear of existing and proposed dwellings shall be a minimum of 1.8 metres high and shall be constructed as capped, rendered concrete block or brick walls, to ensure privacy, security and permanency. Alternative durable materials will be considered.  DM OBJ 29: To require that all rear boundaries within the development shall be a minimum of 1.8 metres high and shall be constructed as capped, rendered concrete block or brick walls, to ensure privacy, security and permanency. Alternative durable materials will be considered.	This is noted. Proposed front garden boundary treatments comprise low railings and hedgerows which provide an attractive, organic feeling where housing adjoins the public realm. Please refer to boundary Treatment Plan by Jan McCorkell Design for full detail.  The nature of the low railings, whilst defining boundaries, is not a significant visual barrier.  All boundaries proposed are in accordance with the objectives as set out in the county development plan.
DM OBJ 52: In residential schemes, appropriately sized bin storage areas must be provided to the front of terraced dwellings in locations which are easily accessible by the householder. These areas shall be well screened, and the design shall integrate with the dwelling.	Noted. Appropriately sized bin storage areas are provided to the front of all terraced dwellings in locations that are easily accessible to residents. These storage areas are integrated into the overall design of the dwellings and are appropriately screened to minimise visual impact while maintaining convenient access for householders.  Please refer to the Site Layout Plan prepared by O'Daly Architects.
DM OBJ 89: Car parking shall be provided in accordance with Table 11.2 and associated guidance notes.  Dwellings: 2 per conventional dwelling	The proposed development provides a total of 348 no. car parking spaces, comprising 254 no. spaces serving the housing units, 71 no. spaces serving the apartment units, and 23 no. spaces associated with the creche. The car parking provision includes 5 no. accessible parking spaces, comprising 2 no. spaces serving each apartment block and 1 no. space serving the crèche.

	<p>Electric vehicle charging infrastructure will be facilitated through the provision of on-curtilage EV-ready parking spaces for all housing units, with appropriate ducting and capacity provided to enable future installation of charging points in accordance with policy requirements.</p> <p>Overall, the proposed car parking provision achieves an appropriate balance between applicable standards, including SPPR 3 of the Sustainable Residential Development and Compact Settlements Guidelines (2024), and the site’s location, existing and future accessibility, and the range of housing typologies proposed.</p>
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Section 6.0 of the written statement contains a specific policies and objectives for Trim:

The ‘Vision’ for Trim as detailed in Section 3 of the town’s ‘Written Statement’ is ‘For Trim to be an attractive heritage town with a diverse modern economy and a vibrant centre complementing its nationally significant cultural heritage and picturesque setting adjacent to the historically significant Trim Castle and the River Boyne’.

Relevant Town Development Policies and Objectives (Section 17.0) include:

Policy / Objective	Response
<p>TRM OBJ 4</p> <p>To address the identified need to increase the supply of social housing in Trim, by seeking the provision of social housing additional to that required by way of Part V of the Planning and Development Act 2000 as amended, subject to funding.</p>	<p>This pre-application which allocates 40 no. units as Part V units. The applicant proposes 8 No. three-bedroom townhouses (No.s 31, 47, 94, 103, 122, 123, 126 and 127) and the entire of apartment block "A" comprising No.s 129 – 160 to fulfil our Part V obligation. Apartment Block "A" comprises 16 No. one bedroom apartments and 16 No. two-bedroom apartments.</p> <p>A full Part V Pack will be submitted as part of the full application.</p>
<p>TRM OBJ 12</p> <p>To prioritise the delivery of the Boyne Greenway and plan for associated amenities and connections to the urban form. The provision of the Boyne Greenway will be subject to the outcome of the Appropriate Assessment process.</p>	<p>Noted. The development safeguards the River Boyne corridor located to the southern portion of the subject site.</p>

### National and Regional Planning Policy

The key national and regional policies and guidelines (including Section 28 Guidelines) relevant to the proposed development are as follows:

- *Ireland 2040 Our Plan - National Planning Framework (2018);*

- *Rebuilding Ireland – Action plan for housing and homelessness 2016*
- *Southern Region – Regional Spatial & Economic Strategy, 2020*
- Guidelines for Planning Authorities on Urban Development and Building Heights (2018);
- Sustainable Residential and Compact Settlements Guidelines for Planning Authorities (2024)
- *Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines- Quality Housing for Sustainable Communities;*
- Quality Housing for Sustainable Communities (2007);
- Design Manual for Urban Roads and Streets (2013);
- Guidelines for Planning Authorities on Childcare Facilities (2001);
- *Smarter Travel – A New Transport Policy for Ireland (2009-2020);*
- The Planning System and Flood Risk Management (2009).

### National Planning Framework First Revision, April 2025

The *National Planning Framework (NPF)* remains the Government's high-level strategy for shaping Ireland's future growth and development to 2040, now updated to reflect significant demographic, environmental, and policy changes since its original 2018 publication. It anticipates that Ireland's population will grow by approximately one million people, reaching 6.1 million by 2040. The Eastern and Midland Region is projected to grow to nearly 3 million people. The revised NPF continues to set out National Strategic Outcomes (NSOs) and National Policy Objectives (NPOs) that guide development at regional and local levels. The Government completed the review of the NPF in April 2025 and has now adopted a revised NPF. We note the revised NPF contains ambitions to deliver 50,000 units per annum. The Revised NPF puts an increased emphasis on transit orientated development while retaining the importance of compact development generally.

As a strategic development framework, Ireland 2040 sets the long-term context for our country's physical development and associated progress in economic, social and environmental terms and in an island, European and global context.

Key National Policy Objectives which relate to this site within this first revision are set out below:

- *National Policy Objective 3*

Eastern and Midland Region: approximately 470,000 additional people between 2022 and 2040 (c. 690,000 additional people over 2016-2040) i.e. a population of almost 3 million

- *National Policy Objective 4*

A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.

- *National Policy Objective 8*

Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints and ensure compact and sequential patterns of growth.

- *National Policy Objective 10*

Deliver Transport Orientated Development (TOD) at scale at suitable locations, served by high-capacity public transport and located within or adjacent to the built-up footprint of the five cities or a metropolitan town and ensure compact and sequential patterns of growth.

- *National Policy Objective 12*

Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.

- *National Policy Objective 13*

Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.

- *National Policy Objective 22*

In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth.

- *National Policy Objective 37*

Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.

- *National Policy Objective 38*

Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.

- *National Policy Objective 41*

Prioritise the alignment of targeted and planned population and employment growth with investment in:

- A childcare/ECCE planning function, for monitoring, analysis and forecasting of investment needs, including identification of regional priorities;
- The provision and timely delivery of childcare facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, including in support of infill and brownfield development, that meet the diverse needs of local populations and act as a key enabler for housing development, thereby contributing to the development of sustainable communities;
- The expansion and consolidation of Further and Higher Education facilities, particularly where this will contribute to wider regional development, and
- Programmes for life-long learning, especially in areas of higher education and further education and training where skills gaps are identified.

- *National Policy Objective 42*

To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040.

- *National Policy Objective 43*

Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.

- *National Policy Objective 44*

Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.

- *National Policy Objective 45*

Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration, increased building height and more compact forms of development.

- *National Policy Objective 83*

Identify and strengthen the value of greenbelts and green and blue spaces at regional, city and local scales, to enable enhanced connectivity to wider strategic networks and prevent coalescence of settlements and to allow for the long-term strategic expansion of urban areas. Promote and support an increase in the provision of green and blue spaces and tree canopy cover in settlements.

#### Evaluation of Consistency

The proposed Large-Scale Residential Development at Kildalkey Road, Trim is consistent with the objectives of the National Planning Framework (NPF) First Revision (2025), which seeks to accommodate projected population growth through the delivery of sustainable and appropriately scaled residential development within existing settlements.

Trim is identified as a Self-Sustaining Growth Town within the regional settlement hierarchy and is expected to accommodate a proportion of future population growth in line with National Policy Objectives 3 and 13. The proposed development of 183 residential units will contribute to these growth targets in a plan-led manner, supporting the role of Trim as a driver of local and regional development.

The development delivers housing on a serviced greenfield site located adjacent to the existing built-up area of Trim, representing a logical and sequential extension of the settlement. In this regard, the proposal aligns with National Policy Objective 43, which supports the provision of housing at appropriate locations and at a scale relative to the settlement, as well as National Policy Objective 45, which promotes more compact forms of development.

The scheme will contribute to national housing delivery targets under National Policy Objective 42, supporting the Government's objective of delivering approximately 50,000 homes per annum to 2040. The density and layout of the development represent an efficient use of land while remaining appropriate to the suburban context of Kells.

In accordance with National Policy Objectives 12 and 38, the development incorporates a high-quality design approach, providing a mix of dwelling types, public open space, and a purpose-built childcare facility, thereby supporting the creation of a sustainable, inclusive and well-served community.

The proposal also integrates principles of sustainable mobility, including pedestrian and cycle connectivity to the town centre and surrounding amenities, in line with National Policy Objective 37. The development prioritises permeability and accessibility, reducing reliance on the private car.

Furthermore, the scheme incorporates green infrastructure and open space provision, including SuDS and landscaping measures, consistent with National Policy Objective 83, supporting biodiversity and enhancing environmental quality.

Importantly, the inclusion of a childcare facility aligns with National Policy Objective 41, which seeks to ensure that population growth is supported by the timely provision of social infrastructure, including early years services.

Overall, the proposed development represents an appropriate, plan-led expansion of Trim and is fully consistent with the National Planning Framework First Revision (2025), particularly in terms of supporting compact growth, housing delivery, and the provision of sustainable and integrated communities.

## Urban Development & Building Heights: Guidelines for Planning Authorities, 2018



The Guidelines set out national planning policy guidelines on building heights in urban areas in response to specific policy objectives set out in the National Planning Framework and Project Ireland 2040. There is a presumption in favour of high buildings at public transport nodes and state that it is Government policy to promote increased building height in locations with good public transport services.

Under Section 28 (1C) of the Planning and Development Act 2000 (as amended), Planning Authorities and An Bord Pleanála are required to have regard to the guidelines and apply any specific planning policy requirements (SPPR's) of the guidelines in carrying out their function. SPPRs as stated in the Guidelines, take precedence over any conflicting, policies and objectives of development plans, local areas plans and strategic development zone planning schemes.

The Guidelines emphasis the policies of the NPF to increase levels of residential development in urban centres and increase building heights and overall density by both facilitating and encouraging the development of increased heights and densities by Local Authorities and An Bord Pleanála. It identifies the need to focus planning policy on *“reusing previously developed “brownfield” land, building up urban infill sites”*.

They place significant emphasis on promoting development within the existing urban footprint utilising the existing sustainable mobility corridors and networks:

*“In order to optimise the effectiveness of this investment in terms of improved and more sustainable mobility choices and enhanced opportunities and choices in access to housing, jobs, community and social infrastructure, development plans must actively plan for and bring about increased density and height of development within the footprint of our developing sustainable mobility corridors”*.

It goes on to highlight that *“the preparation of development plans, local areas plan, and Strategic Development Zone Planning Schemes and their implementation in the city, metropolitan and wider urban areas must therefore become more proactive and more flexible in securing compact urban growth through a combination of both facilitating increased densities and building heights”*.

It encourages local authorities away from setting generic maximum height limits across their functional areas identifying *“such limits, if inflexibly or unreasonably applied, can undermine wider national policy objectives to provide more compact forms of urban development as outlined in the National Planning Framework and instead continue an unsustainable pattern of development whereby many of our cities and towns continue to grow outwards rather than consolidating and strengthening the existing built up area. Such blanket limitations can also hinder innovation in urban design and architecture leading to poor planning outcomes.”*

They place significant emphasis on promoting development within the existing urban footprint utilising the existing sustainable mobility corridors and networks.

*“In order to optimise the effectiveness of this investment in terms of improved and more sustainable mobility choices and enhanced opportunities and choices in access to housing, jobs, community and social infrastructure, development plans must actively plan for and bring about increased density and*

*height of development within the footprint of our developing sustainable mobility corridors”. It goes on to highlight that “the preparation of development plans, local areas plans, and Strategic Development Zone Planning Schemes and their implementation in the city, metropolitan and wider urban areas must therefore become more proactive and more flexible in securing compact urban growth through a combination of both facilitating increased densities and building heights”.*

The following summaries the compliance of the proposed development with the Development Management Criteria for assessing increased building height outlined in Section 3.2 of the Guidelines:

	<b>Evaluation Of Consistency</b>
<p><b>SPPR 1</b> Support increased building height and density in locations with good public transport accessibility to secure the objectives of the NPF and RSES and shall not provide for blanket numerical limitations on building height.</p>	<p>The proposed development includes two apartment buildings of up to four storeys located on the southern portion of the site, together with housing ranging from two to two-and-a-half storeys. The development delivers an appropriate increase in height and density on lands zoned for residential development within the settlement boundary of Trim. The proposal achieves a net residential density of approximately 32.4 dwellings per hectare, consistent with the Sustainable Residential Development and Compact Settlements Guidelines (2024). The proposed building heights respond to the site's topography and context, with taller elements positioned on the lower southern portion of the site where they can be accommodated without adverse visual impact.</p>
<p><b>Development Management Criteria Section 3.2:</b> <b>At the scale of relevant city/town:</b> -The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</p>	<p>The site is located approximately 650m from Trim Town Centre and is served by a range of existing bus services including Routes 111, 190, 109B, 109D and TFI Local Link Route 189. Bus stops are located approximately 1.2km from the site and provide regular services to Dublin, Navan, Drogheda, Athboy, Enfield and surrounding settlements. The site also benefits from access to the wider regional road network and connectivity to Enfield Railway Station via public transport services.</p>
<p><b>At the scale of district/ neighbourhood/ street;</b> - The proposal responds to its overall natural and built environment and makes a positive contribution. - The proposal is not monolithic and avoids long, uninterrupted walls of building. - The proposal enhances the urban design context for public spaces and key thoroughfares.</p>	<p>The layout has been designed in response to the site's riverside setting, topography, surrounding residential development and ecological sensitivities. Development is confined to the lands zoned A2 New Residential, while the River Boyne corridor and associated SAC lands are retained as undeveloped landscape and ecological assets.</p> <p>The scheme is arranged as a series of distinct character areas incorporating detached, semi-</p>

<p>- The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies.</p>	<p>detached, terraced houses and apartment buildings. The apartment blocks are separated and integrated within a landscaped setting, avoiding excessive massing or continuous building frontages.</p> <p>The development establishes a strong frontage onto Kildalkey Road and provides a clear hierarchy of streets, pedestrian routes and public open spaces. A network of interconnected open spaces and landscaped areas creates a high-quality residential environment and improves the public realm.</p> <p>The development provides a broad mix of housing types including 1-bed and 2-bed apartments together with 3-bed and 4-bed houses. A purpose-built childcare facility is also provided, contributing to the creation of a sustainable and mixed residential community.</p>
<p>At the scale of the site/building: - Maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.</p>	<p>A Daylight and Sunlight Assessment prepared by Digital Dimensions confirms that 100% of habitable rooms achieve the relevant daylight standards and that all units receive the recommended minimum sunlight levels. Apartment buildings are positioned and orientated to maximise daylight access, residential amenity and views towards the River Boyne.</p>
<p><b>Specific Assessments:</b> -Specific impact assessment of the micro-climatic effects such measures to avoid/mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered. -Development locations in proximity to sensitive bird/bat areas need to consider the potential interaction of the building location, materials and artificial lighting. -Relevant environmental assessment requirements.</p>	<p>Given the modest scale of the proposed four-storey apartment buildings and their separation from surrounding development, no significant adverse microclimatic impacts are anticipated. The buildings are integrated within a landscaped setting and are not of a scale likely to generate significant wind or draught effects.</p> <p>Ecological assessments, bat surveys and an Ecological Impact Assessment were undertaken. The River Boyne corridor is recognised as an important ecological feature and mitigation measures including sensitive lighting design, habitat protection measures and biodiversity enhancement proposals have been incorporated. No significant residual impacts on protected species or designated sites are predicted.</p> <p>The application is accompanied by an Ecological Impact Assessment, Natura Impact Statement, Flood Risk Assessment, Hydrogeological Assessment, Daylight and Sunlight Assessment, Archaeological</p>

	<p>Assessment, Arboricultural Assessment and other supporting environmental documentation. The assessments conclude that the development can proceed without significant adverse environmental effects subject to implementation of the recommended mitigation measures.</p>
<p><b>SPPR 3</b> It is a specific planning policy requirement that where; 1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and 2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines; then the planning authority may approve such development, even where specific objectives of the relevant development plan, local area plan or planning scheme may indicate otherwise.</p>	<p>The applicant has demonstrated compliance with the Development Management Criteria set out in Section 3.2 of the Urban Development and Building Heights Guidelines (2018). The proposed four-storey apartment buildings are appropriately located within the site, respond to the natural topography, protect residential amenity, and contribute positively to the efficient use of serviced residential lands within the settlement boundary of Trim. Accordingly, the proposed development is consistent with SPPR 3 of the Guidelines and may be supported notwithstanding any local plan provisions that may otherwise indicate lower building heights.</p>

#### Evaluation of Consistency

The proposed development has been assessed against the requirements of the Urban Development and Building Heights Guidelines for Planning Authorities (2018). The development comprises predominantly two-storey and two-and-a-half-storey houses together with two apartment buildings of up to four storeys in height.

The subject site is located on residentially zoned lands within the settlement boundary of Trim, a designated Self-Sustaining Growth Town. The site is located approximately 650m from Trim Town Centre and within walking and cycling distance of schools, childcare facilities, healthcare services, retail facilities, recreational amenities and public transport services. The proposed development therefore supports the compact growth objectives of the National Planning Framework through the efficient use of serviced lands in a sustainable location.

The proposed apartment buildings are positioned on the southern portion of the site where ground levels are significantly lower than those adjoining Kildalkey Road. This approach enables additional height to be accommodated while minimising visual impact. The buildings are integrated within a high-quality landscape setting and are separated by substantial open space, ensuring that the development is not monolithic in form and contributes positively to the character of the area.

The proposed layout provides a strong urban structure with active frontages, high-quality public open spaces, pedestrian and cycle connections and a mix of dwelling types. The development delivers 183 residential units at a density of approximately 32.4 dwellings per hectare, representing an efficient and sustainable use of zoned lands.

A Daylight and Sunlight Assessment submitted with the application confirms that the proposed development achieves the relevant BRE and BS EN 17037 standards for daylight and sunlight and

will not result in unacceptable impacts on residential amenity. Verified Views also demonstrate that the proposed apartment buildings can be accommodated on the site without giving rise to significant adverse visual impacts.

Having regard to the Development Management Criteria set out in Section 3.2 of the Guidelines and the provisions of SPPR 1 and SPPR 3, it is considered that the proposed building heights are appropriate to the site, respect the surrounding context, provide a high standard of residential amenity and support the compact growth objectives of national planning policy. Accordingly, the proposed development is consistent with the Urban Development and Building Heights Guidelines for Planning Authorities (2018).

### Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities, 2024

The SRDCSG set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. They are accompanied by a companion non-statutory Design Manual that illustrates best practice examples of how the policies and objectives of the Guidelines can be applied. The SRDCSG replaces the previously adopted 'Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities 2009'.

Trim is defined as a Key Town. Section 3.3.3 of these Compact Guidelines outlines the key priorities for the growth of key towns in order of priority are;

- (a) plan for an integrated and connected settlement overall, avoiding the displacement of development generated by economic drivers in the Key Town or Large Town to smaller towns and villages and rural areas in the hinterland,
- (b) strengthen town centres,
- (c) protect, restore and enhance historic fabric, character, amenity, natural heritage, biodiversity and environmental quality,
- (d) realise opportunities for adaptation and reuse of existing buildings and for incremental backland, brownfield and infill development, and
- (e) deliver sequential and sustainable urban extension at locations that are closest to the urban core and are integrated into, or can be integrated into, the existing built up footprint of the settlement.

Table 3.5 - Areas and Density Ranges Key Towns and Large Towns (5,000+ population) sets out density ranges for each of the two types of locations.

- Key Town / Large Town - Centre and Urban Neighbourhood
- Key Town / Large Town - Suburban/Urban Extension

Key Towns are identified in the RSEs, while Large Towns are identified at a county level. The strategy for Key Towns and Large Towns is to support consolidation within and close to the existing built-up footprint.

**Table 3.5 - Areas and Density Ranges Key Towns and Large Towns (5,000+ population)<sup>10</sup>**

**Key Town / Large Town - Centre and Urban Neighbourhood**

The centre comprises the town centre and the surrounding streets, while urban neighbourhoods consist of the early phases of residential development around the centre that have evolved over time to include a greater range of land uses. It is a policy and objective of these Guidelines that residential densities in the range 40 dph-100 dph (net) shall generally be applied in the centres and urban neighbourhoods.

**Key Town / Large Town - Suburban/Urban Extension**

Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint area that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 30 dph to 50 dph (net) shall generally be applied at suburban and urban extension locations of Key Towns and Large Towns, and that densities of up to 80 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8).

Evaluation of Consistency

In relation to density the subject lands are classified as an 'Suburban/Urban Extension' site under the Guidelines, which advocate the greatest efficiency in land usage on such lands. This will be achieved by providing net residential densities in the general range of 30-50 dwellings per hectare and such densities (involving a variety of housing types where possible) should be encouraged generally. The overall scheme includes for a range of housing types from 1-bed apartments to 4-bed houses, with a residential density of 32.4 dwellings per hectare, which fully accords with the aforementioned guidelines.

<b>Policy and Objective</b>	<b>Response</b>
<i>3.1 It is a policy and objective of these Guidelines that the recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of individual planning applications, and that these density ranges are refined further at a local level using the criteria set out in Section 3.4 where appropriate.</i>	This site is around 1.2km from existing bus services and serviced by Local Link, route 189 approximately every 3 hours on Trim Town centre on Market Street. The site is considered to be within a Key Town and Large Town, therefore, this density of 32.4 uph is considered appropriate to this intermediate location.
<i>4.1 It is a policy and objective of these Guidelines that planning authorities implement the principles, approaches and standards set out in the Design Manual for Urban Roads and Streets,</i>	The proposed layout has been designed in full accordance with the Design Manual for Urban Roads and Streets (2019, and updates). Waterman Moylan confirm that all access

<p><i>2013 (including updates) in carrying out their functions under the Planning and Development Act 2000 (as amended) and as part of an integrated approach to quality urban design and placemaking.</i></p>	<p>routes, internal streets, and junctions are compliant. The design promotes low-speed, pedestrian- and cycle-friendly streets and a legible network consistent with DMURS principles.</p>
<p><i>4.2 It is a policy and objective of these Guidelines that the key indicators of quality urban design and placemaking set out in Section 4.4 are applied within statutory development plans and in the consideration of individual planning applications.</i></p>	<p>The development accords with the Key Indicators of Quality Urban Design and Placemaking set out in Section 4.4 of the Guidelines. The accompanying Design Statement demonstrates compliance through permeability, strong street hierarchy, passive surveillance, active frontages, and high-quality architecture.</p>
<p><i>5.1 It is a policy and objective of these Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments (and in mixed-use developments that include a residential element). The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances. Different minimum requirements (within the 10-15% range) may be set for different areas. The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations.</i></p> <p><i>In the case of strategic and sustainable development sites, the minimum public open space requirement will be determined on a planned basis, having regard to the overall approach to public park provision within the area.</i></p> <p><i>In the case of sites that contain significant heritage, landscape or recreational features and sites that have specific nature conservation requirements, a higher proportion of public open space may need to be retained. The 10-15% range shall not therefore apply to new development in such areas.</i></p> <p><i>In some circumstances a planning authority might decide to set aside (in part or whole) the public open space requirement arising under the development plan. This can occur in cases where the planning authority considers it unfeasible, due to site constraints or other factors, to locate</i></p>	<p>The net development area of the site is 5.648 hectares (56,480m<sup>2</sup>), resulting in a public open space requirement of between 5,648m<sup>2</sup> and 8,472m<sup>2</sup>. The proposed development provides a total of 8,842m<sup>2</sup> of public open space across four well-distributed areas throughout the site, representing 15.66% of the net site area. In addition, a number of ancillary landscaped areas and green corridors, while not included in the formal public open space calculation, make a positive and meaningful contribution to the overall amenity, biodiversity and character of the scheme.</p> <p>As indicated above the proposed public open spaces are distributed throughout the development which will all be within short walking distance of residential areas and will provide a variety of recreational options for future residents.</p>

<p><i>all of the open space on site. In other cases, the planning authority might consider that the needs of the population would be better served by the provision of a new park in the area or the upgrade or enhancement of an existing public open space or amenity. It is recommended that a provision to this effect is included within the development plan to allow for flexibility. In such circumstances, the planning authority may seek a financial contribution within the terms of Section 48 of the Planning and Development Act 2000 (as amended) in lieu of provision within an application site.</i></p>	
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Section 4.4 Key Indicators of Quality Design and Placemaking Assessment

Key Indicators	Evaluation of consistency
<p><b><i>Sustainable and Efficient Movement</i></b>  <i>In order to meet the targets set out in the National Sustainable Mobility Policy 2022 for reduced private car travel and increased active travel, it will be necessary to design settlements at every level to support the transition away from private car use and to support ease of movement for pedestrians, cyclists and public transport. Local authorities should plan for the development of well-connected neighbourhoods and a distribution of activities to ensure that day-to-day services and amenities are accessible within walking distance of homes and workplaces. In addition to sustainable travel objectives, this will ensure that settlements are vibrant, and when applied alongside the principles of Universal Design, will allow vulnerable users to move about and access services with ease.</i></p> <p><i>The following key principles should be applied in the preparation of local plans and in the consideration of individual planning applications (Figure 4.2 also refers):</i></p> <p><i>(a) New developments should, as appropriate, include a street network (including links through open spaces) that creates a permeable and legible urban environment, optimises movement for sustainable modes (walking, cycling and public transport) and is easy to navigate.</i></p> <p><i>(b) New developments should connect to the wider urban street and transport networks and improve connections between communities, to public transport, local services and local</i></p>	<p>The proposed development is consistent with the principles of sustainable and efficient movement set out in the National Sustainable Mobility Policy 2022 and the relevant guidance contained within the Design Manual for Urban Roads and Streets (DMURS).</p> <p>Vehicular, pedestrian and cyclist access is provided from the Kildalkey Road, with the access arrangement informed by the achievement of appropriate sightlines and road safety requirements. The internal layout has been designed in accordance with DMURS principles, prioritising pedestrian movement, legibility and low vehicle speeds through the incorporation of traffic-calming measures, including raised tables and home-zone design approaches. Vehicular dominance within the public realm has been minimised, ensuring that walking and cycling are the most attractive and convenient means of movement within the development.</p> <p>A clear and direct pedestrian desire line is provided through the site, linking the Kildalkey Road to the southern boundary of the development. This route safeguards opportunities for future connectivity to the existing river walk network and pedestrian bridge leading towards the town centre, thereby enhancing access to local services and amenities. The proposed layout also includes</p>

<p><i>amenities such as shops, parks and schools, where possible.</i></p> <p><i>(c) Active travel should be prioritised through design measures that seek to calm traffic and create street networks that feel safe and comfortable for pedestrians and cyclists.</i></p> <p><i>(d) The quantum of car parking in new developments should be minimised in order to manage travel demand and to ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm. Chapter 5 Development Standards includes a specific planning policy requirement (SPPRs) that addresses car parking rates in new residential developments.</i></p> <p><i>The Design Manual for Urban Roads and Streets (DMURS) sets out statutory guidance and standards in relation to the design of individual streets and the use of traffic management and placemaking measures to manage traffic and promote safer and more vibrant streets (Section 2.3 refers). The application of DMURS in all new developments will be key to ensure that strategic movements are catered for along desire lines and that all street networks offer route choice and maximise the number of safe and attractive walking and cycle routes between key destinations. The application of DMURS is key to ensure sustainable mobility and the creation of high quality and attractive settlements. Local Authorities should also consider preparing active travel plans or sustainable mobility plans that focus on improving ease of movement in established areas to important destinations such as schools, parks, shops and public transport. This can be of particular benefit where a new transport service or new destination such as a school is proposed</i></p>	<p>provision for future pedestrian and cyclist connections to the adjoining Elder Grove development and to neighbouring lands to the east and west. While these connections do not form part of the current application, the layout has been designed to protect and facilitate these future links, supporting the long-term integration and permeability of the wider area.</p> <p>The development therefore creates an attractive and highly permeable residential environment that promotes active travel and strengthens connections with both existing and future communities. The street network offers legible routes and a high degree of connectivity, consistent with the objective of creating well-connected neighbourhoods where day-to-day movement can increasingly be undertaken by sustainable modes.</p> <p>The proposed level of car parking is considered appropriate having regard to the site's location, accessibility and the need to balance the accommodation of private vehicles with the promotion of sustainable travel choices. Parking provision has been integrated into the overall design so that it does not dominate the streetscape or compromise pedestrian and cyclist movement.</p> <p>Overall, the proposal demonstrates full compliance with the sustainable mobility principles of the National Sustainable Mobility Policy 2022 and the statutory guidance contained within DMURS. The development optimises opportunities for walking and cycling, provides for future connectivity, manages vehicular movement appropriately and contributes towards the creation of a safe, accessible and attractive residential environment.</p>
<p><b>Mixed and Distribution of Uses</b></p> <p><i>These Guidelines promote a move away from segregated land use areas (residential, commercial and employment) that have reinforced unsustainable travel in favour of mixed use neighbourhoods. Ensuring that there is a good mix and distribution of activities around a hierarchy of centres has many benefits in terms of reducing the need to travel and</i></p>	<p>Noted.</p>

*creating active and vibrant places. The following key principles should be applied in the preparation of local plans and in the consideration of individual planning applications (Figure 4.3 also refers):*

*(a) In city and town centres and at high capacity public transport nodes and interchanges (defined in Table 3.8), development should consist of high intensity mix-use development (residential, commercial, retail, cultural and community uses) that responds in scale and intensity to the level of accessibility. At major transport interchanges, uses should be planned in accordance with the principles of Transport Orientated Development.*

*(b) In city and town centres, planning authorities should plan for a diverse range of uses including retail, cultural and residential uses and for the adaption and re-use of the existing building stock (e.g. over the shop living). It is also important to plan for the activation of outdoor spaces and the public realm to promote more liveable city and town centres. Much of this can be achieved though the implementation of urban enhancement and traffic demand management measures that work together to free up space for active travel and create spaces that invite people to meet, mingle and dwell within centres.*

*(c) In areas that are less central, the mix of uses should cater for local services and amenities focused around a hierarchy of local centres that support residential communities and with opportunities for suitable non-residential development throughout.*

*(d) In all urban areas, planning authorities should actively promote and support opportunities for intensification. This could include initiatives that support the more intensive use of existing buildings (including adaption and extension) and under-used lands (including for example the repurposing of car parks at highly accessible urban locations that no longer require a high level of private car access).*

*(e) It will be important to align the integration of land uses and centres with public transport in order to maximise the benefits of public transport.*

*(f) The creation of sustainable communities also requires a diverse mix of housing and variety in*

This site will provide for new public open spaces, and a creche. It will also deliver some new connections around the area, as well as providing future potential connections into the existing residential lands. This allows for permeability and accessibility throughout the development.

Noted. This development will deliver a new public open space along with a new creche to provide for the wider area.

Noted. As stated above this proposed development will provide a new creche facility, within the development.

Noted. This proposal, for the re-development of an underused greenfield site for residential is wholly compliant with this policy.

This site is located within reasonable proximity to multiple bus routes.

<p><i>residential densities across settlements. This will require a focus on the delivery of innovative housing types that can facilitate compact growth and provide greater housing choice that responds to the needs of single people, families, older people and people with disabilities, informed by a Housing Needs Demand Assessment (HNDA) where possible. Development plans may specify a mix for apartment and other housing developments, but this should be further to an evidence-based Housing Needs and Demand Assessment.</i></p>	<p>This is facilitated through the provision of a creche and public open space for the future occupants of the development.</p> <p>In addition to this the unit mix will provide a new smaller type of housing in an area which is predominately larger two storey, low density family homes.</p>
<p><b>Green and Blue Infrastructure</b></p> <p><i>Green and Blue Infrastructure (GBI) is a strategically planned network of natural and seminatural areas designed and managed to deliver a wide range of ecosystem services, while also enhancing biodiversity. Ecosystem services include water purification, enhancing air quality, space for recreation and climate mitigation and adaption. In settlements, GBI includes features such as rivers and canals, coastline and coastal habitats, green spaces (including parks), Nature-based Solutions and amenity sites that deliver ecosystem services and contribute to healthy, low carbon, resilient and connected settlements and places. National Planning Objective 58 of the NPF requires integrated planning for Green Infrastructure and ecosystem services as part of the preparation of statutory land use plans. Development plans should include (or be informed by) a Green and Blue Infrastructure Strategy and include objectives for the conservation, restoration and enhancement of natural assets and GBI networks. These objectives can be refined further in local statutory plans and guidance documents in response to local circumstances.</i></p> <p><i>The following key principles should be applied in the preparation of local plans and in the preparation and consideration of individual planning applications, (Figure 4.4 also refers):</i></p> <p><i>(a) Plan for the protection, restoration and enhancement of natural features, biodiversity and landscapes, and ensure that urban development maintains an appropriate separation and setback from important natural assets. New development should seek to protect</i></p>	<p>Noted.</p> <p>The surface water network has been divided into four catchments, each discharging to a separate soakaway. Catchment 1, located in the northern part of the site, serves the largest area and accommodates runoff from the northern housing area. Catchment 2 serves the central and southern portions of the development, while Catchments 3 and 4 serve the apartment blocks located in the southeast and southwest of the site, respectively. The strategy incorporates the following SuDS measures:</p> <ul style="list-style-type: none"> <li>• Permeable paving within on-curtilage parking areas to provide source control, treatment and attenuation of runoff;</li> <li>• Grass swales adjacent to internal roads to convey and treat surface water while promoting infiltration to ground; and</li> <li>• Soakaways, including individual soakaways serving house roof drainage and larger communal soakaways serving each catchment, to facilitate infiltration and groundwater recharge.</li> </ul> <p>Please see the report by Waterman Moylan Consulting Engineers.</p>

<p><i>and enhance important natural features (habitats and species) within and around the site, should avoid the degradation of ecosystems and include measures to mitigate against any potential negative ecological impacts.</i></p> <p><i>(b) Plan for an integrated network of multifunctional and interlinked urban green spaces. This is addressed further in subsection (iii) Public Open Space below.</i></p> <p><i>(c) Promote urban greening and Nature-based Solutions (including Sustainable Drainage Systems and slow-the-flow initiatives) for the management of urban surface waters in all new developments and retrofitting in existing areas to ensure that the benefits of ecosystem services are realised. Planning authorities should adopt a nature based approach to urban drainage that uses soft-engineering techniques and native vegetation (including the protection of the riparian zone) to minimise the impact on natural river processes.</i></p> <p><i>(d) The use of Nature-based Solutions at ground level may not be possible on certain brownfield sites due to historic land contamination. In such cases, alternative solutions such as green roofs and walls can be considered.</i></p>	
<p><b>Public Open Space</b></p> <p><i>All statutory development plans should include a strategy for the provision of an integrated hierarchy of public open spaces and corridors across the plan area to meet the needs of the planned population. The availability of accessible and high quality public open spaces within all settlements that are part of a wider GBI network will be important in creating sustainable settlements. This should include a hierarchy of multifunctional public open spaces and corridors that are accessible and provide for the recreational needs of the planned population, while also creating space for nature and ecosystem services.</i></p> <p><i>The public open space strategy in the development plan should include objectives relating to the provision of:</i></p> <p><i>(a) Regional, district and local level public parks and greenways. These are generally publicly owned and managed parks e.g. by a local authority or public body such as the OPW or Waterways Ireland.</i></p> <p><i>(b) Public open space provided as part of new development proposals. These spaces should be</i></p>	<p>Please see the Landscape Masterplan. This clearly demonstrates the integration of the proposed landscape with the proposed development, retaining trees and hedgerows where possible. It provides additional planting to create more attractive and diverse area to promote the biodiversity of the area.</p> <p>The proposal will result in the delivery of a new public open space within this area.</p>

<p><i>designed to retain and protect natural features and habitats of importance within the site and to maximise biodiversity gain. They should also form an integral part of the overall design. These spaces may be offered for taking in charge by the local authority following the completion of the development.</i></p> <p><i>The objectives of the development plan public open space strategy should be informed by the objectives of the RSEs and any regional GBI strategy. The form, size and distribution of new public open spaces should be plan led and take account of open space provision within the area and broader nature conservation and environmental considerations.</i></p> <p><i>While there is no set standard of open space provision per settlement in Ireland, it is recommended that opportunities to enhance the overall quantum of public open space and to restore and enhance nature and biodiversity within settlements is harnessed where opportunities arise, for example, through regeneration or urban enhancement projects and in new development areas. The level of provision should take account of the needs of the planned population, protected zones, landscape character and statutory obligations to protect certain habitats and biodiversity. Ideally, all residents within a settlement will have access to a multi-functional public open space within walking distance of their home.</i></p> <p><i>Public open spaces should be designed to cater for a range of active and passive recreational needs (including play, physical activity, active travel, cultural uses and community gardens and allotments, as appropriate to the context) and to conserve and restore nature and biodiversity. It will be necessary to balance improved access to natural assets with the need to protect the environment as increased levels of tourism, sports and leisure can impact negatively on nature and biodiversity. In addition, the provision of public open spaces should not result in any direct or indirect adverse effects on the integrity of European Sites.</i></p> <p><i>Chapter 5 includes minimum requirements for the provision of open space in new residential developments, based on the net site area</i></p>	
<p><b>Responsive Built Form</b>  <i>Built form refers to the layout, position and composition of buildings and to how buildings</i></p>	<p>Noted.</p>

*address streets and open spaces. This is a key element in ensuring the creation of attractive and well-designed settlements. The following key principles should be applied in the preparation of local plans and in the consideration of individual planning applications (Figure 4.5 also refers):*

*(a) New development should support the formation of a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.*

*(b) New development should respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. The height, scale and massing of development in particular should respond positively to and enhance the established pattern of development (including streets and spaces).*

*(c) The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages where possible.*

*(d) Buildings should generally present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages.*

*(e) New development should embrace good modern architecture and urban design that is innovative and varied and respects and enhances local distinctiveness and heritage.*

*(f) Materials and finishes should be of high quality, respond to the local palette of materials and finishes and be highly durable.*

The proposed development reflects the established pattern of development and provides a transition from the existing lower density two storey housing, to increased density while applying the standards set within these guidelines.

The proposed development will open up the site, replacing an existing underutilised field with a new attractive suburban development.

This is considered to be a high-quality development showcasing contemporary architecture and the appropriate application of the Compact Guidelines.

A varied, high-quality palette is proposed for the development which creates a distinctive attractive development within the area.

### Quality Housing for Sustainable Communities: Best Practice Guidelines for Sustainable Communities, 2007



The Department’s policy statement *Delivering Homes, Sustaining Communities, Guidance* provides the overarching policy framework for an integrated approach to housing and planning. Sustainable neighbourhoods are areas where an efficient use of land, high quality design, and effective integration in the provision of physical and social infrastructure combine to create places people want to live in. The policy statement is accompanied by *Best Practice Guidelines* that promotes quality sustainable residential development in urban areas having regard to the following:

- *promote high standards in the design and construction and in the provision of residential amenity and services in new housing schemes;*

- *encourage best use of building land and optimal of services and infrastructure in the provision of new housing;*
- *point the way to cost effective options for housing design that go beyond minimum codes and standards;*
- *promote higher standards of environmental performance and durability in housing construction;*
- *seek to ensure that residents of new housing schemes enjoy the benefits of first-rate living conditions in a healthy, accessible and visually attractive environment; and*
- *provide homes and communities that may be easily managed and maintained.*

The following criteria indicate the 7 no. essential requirements new residential developments should have regard to when carrying out development:

	Evaluation of consistency
<p><u>Socially &amp; Environmentally Appropriate</u></p> <p><i>“The type of accommodation, support services and amenities provided should be appropriate to the needs of the people to be accommodated. The mix of dwelling type, size and tenure should support sound social, environmental and economic sustainability policy objectives for the area and promote the development of appropriately integrated play and recreation spaces.”</i></p>	<p>The scheme provides a variety of mix of units from 1- and 2-bedroom apartments and 3-to-4-bedroom houses. This will cater to the needs of a wide range of family sizes and types. The proposal seeks to integrate usable open spaces distributed throughout a number of character areas. All communal open spaces will be overlooked by adjoining dwellings.</p>
<p><u>Architecturally Appropriate</u></p> <p><i>“The scheme should provide a pleasant living environment, which is aesthetically pleasing and human in scale. The scheme design solution should understand and respond appropriately to its context so that the development will enhance the neighbourhood and respect its cultural heritage.”</i></p>	<p>The design and layout of the scheme create a liveable and visually pleasing residential environment.</p> <p>The design is mindful of the site context and is respectful to the architectural character of the adjoining residential areas.</p>
<p><u>Accessible &amp; Adaptable</u></p> <p><i>“There should be ease of access and circulation for all residents, including people with impaired mobility, enabling them to move as freely as possible within and through the development, to gain access to buildings and to use the services and amenities provided. Dwellings should be capable of</i></p>	<p>The design approach routes, entrances and accommodation within the proposed units incorporate the provisions of Building Regulations Part M. Housing units are provided with level access and common circulation stairs. The interiors of apartments are provided with accessible circulation and accessible W/C provisions.</p>

<p><i>adaptation to meet changing needs of residents during the course of their lifetime.”</i></p>	
<p><u>Safe, Secure &amp; Healthy</u></p> <p><i>“The scheme should be a safe and healthy place in which to live. It should be possible for pedestrians and cyclists to move within and through the area with reasonable ease and in safety. Provision for vehicular circulation, including access for service vehicles, should not compromise these objectives.”</i></p>	<p>The full development is designed within a 30 kph slow zone with pedestrians and cyclists given priority through provisions including the dedicated movement paths and narrower local street typologies and home zone shared surface area.</p> <p>The scheme provides good segregation of vehicle and pedestrians/cyclists with the vast majority of the site free from cars.</p> <p>A very safe walking and cycling environment will be provided for residents with a network of paths located around the development.</p>
<p><u>Affordable</u></p> <p><i>“The scheme should be capable of being built, managed and maintained at reasonable cost, having regard to the nature of the development.”</i></p>	<p>Public open space shall be overlooked as far as practicable to achieve maximum passive surveillance.</p>
<p><u>Durable</u></p> <p><i>“The best available construction techniques should be used, and key elements of construction should have a service life in the order of sixty years without the need for abnormal repair or replacement works.</i></p>	<p>The scheme proposes to use the best available materials and construction techniques in order to minimise the level of refurbishment over the lifetime of the scheme.</p>
<p><u>Resource Efficient</u></p> <p><i>“Efficient use should be made of land, infrastructure and energy. The location should be convenient to transport, services and amenities. Design and orientation of dwellings should take account of site topography so as to control negative wind effects and minimise the benefits of sunlight, daylight and solar gain; optimum use should be made of renewable sources of energy, the use of scarce natural resources in the</i></p>	<p>The scheme is considered to accord with the aforementioned sustainable development principles. Appropriate and efficient land use has been the key principle for the development to include appropriate density with site topography and receiving environment. Pedestrian and cycle permeability will be provided throughout the site.</p>

*construction, maintenance and management of the dwellings should be minimised.”*

### Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025

The Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025, support compact and sustainable urban growth by aligning apartment development with updated national planning policies and housing strategies. They reflect the National Planning Framework and Housing for All, and incorporate the Sustainable Residential Development and Compact Settlement Guidelines 2024. These guidelines replace the Sustainable Urban Housing: Design Standards for New Apartments 2023, and introduce updated design parameters for apartment mix, space standards, amenity provision, and redevelopment of existing buildings. Policies contained within these Guidelines now only include matters relating to:

- *Apartment mix;*
- *Internal space standards for different types of apartments;*
- *Dual aspect ratios;*
- *Floor to ceiling heights;*
- *Apartments to stair/lift core ratios;*
- *Storage spaces; and*
- *Amenity spaces including balconies/patios.*

The Guidelines outline a number of Specific Planning Policy Requirements (SPPRs) which are design standards that apartment developments nationally are expected to adhere to.

SPPR 1	EVALUATION OF CONSISTENCY
<p>(A) With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms.</p> <p>(B) Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain</p>	<p>The development consists of 56 no. residential apartments as follows:</p> <p>16 no. 1 bed units (28.6%) 40 no. 2 bed units (71.4%)</p> <p>Accordingly, there is no requirement for the proposed development to provide a prescribed proportion of apartment types or bedroom numbers. The proposed unit mix has therefore been determined having regard to the nature of the site, prevailing market demand and the objective of delivering a viable and sustainable residential scheme.</p> <p>Notwithstanding the flexibility afforded under SPPR 1, the proposed distribution of 1-bedroom and 2-bedroom units provides a balanced range of accommodation capable of meeting the needs of a broad demographic profile, including single-person households, couples, smaller families, first-</p>

<p>number of bedrooms within the development, except in the circumstances set out above.</p>	<p>time buyers, downsizers and older persons seeking more manageable accommodation.</p> <p>The Kildalkey Road LRD is therefore fully consistent with the requirements of SPPR 1, as the proposed apartment mix is not constrained by prescriptive development plan standards and reflects the flexibility expressly provided for under national policy guidance.</p>
<p><b>SPPR 2</b></p>	<p><b>EVALUATION OF CONSISTENCY</b></p>
<p>The following minimum apartment floor areas shall apply, and statutory plans shall not specify minimum floor areas that exceed those set out below:</p> <p>Studio Apartment (1 person): 32 sq.m 1-Bedroom Apartment (2 persons): 45 sq.m 2-Bedroom Apartment (3 persons): 63 sq.m 2-Bedroom Apartment (4 persons): 73 sq.m 3-Bedroom Apartment (4 persons): 76 sq.m 3-Bedroom Apartment (5 persons): 90 sq.m</p> <p>These floor area parameters shall generally apply to apartment schemes and do not apply to purpose-built and managed student housing.</p>	<p>Each of the proposed dwellings meets or exceeds the minimum standards for residential unit size, therefore in line with SPPR 2.</p> <p>In addition, storage provision, private amenity space, and minimum room sizes are all met or exceeded across the scheme. Accordingly, the proposed development is fully consistent with SPPR 2 of the Apartment Guidelines 2025.</p>
<p><b>SPPR 3</b></p>	<p><b>EVALUATION OF CONSISTENCY</b></p>
<p>Minimum Number of Dual Aspect Apartments in Apartment Schemes</p> <p>In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:</p> <p>(i) A minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement.</p> <p>(ii) For building refurbishment schemes on sites of any size, or urban infill schemes on sites of up to 0.25 hectares, planning authorities may</p>	<p>The Kildalkey Road scheme proposes 56 no. apartments, of which 57% of units are dual aspect.</p>

exercise further discretion to consider dual aspect unit provision at a level lower than the 25% minimum outlined above. This is subject to the achievement of overall high design quality in other aspects.	
<b>SPPR 4</b>	<b>EVALUATION OF CONSISTENCY</b>
Ground level apartment floor to ceiling heights shall be a minimum of 2.7m. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by case basis, subject to overall design quality.	Ground Floor apartments floor to ceiling height will be a minimum of 2.7m
<b>SPPR 5</b>	<b>EVALUATION OF CONSISTENCY</b>
There shall be no requirement within statutory plans or within an individual scheme in respect of a minimum number of units per floor per core.	The development is compliant with SPPR 5.
<b>SPPR 6</b>	<b>EVALUATION OF CONSISTENCY</b>
The provision of new Communal, Community and Cultural facilities within apartment schemes shall only be required in specific locations identified within the development plan and shall not be required on a blanket threshold-based approach in individual apartment schemes.	Noted. While no such requirement applies in this instance, the proposed development includes a purpose-built crèche facility on site. This provides a valuable community amenity, supports the creation of a sustainable neighbourhood and enhances access to local childcare services. Accordingly, the proposal is fully consistent with SPPR 6.

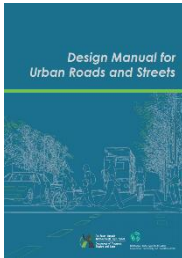
**Evaluation of Consistency**

The proposed development accords with the Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025. The scheme complies with the relevant SPPRs relating to apartment mix, minimum internal floor areas, dual aspect provision, floor-to-ceiling heights and apartment core arrangements.

The accompanying Housing Quality Assessment, prepared by O'Daly Architects, demonstrates that all apartments meet or exceed the requirements of Appendix 1, including standards relating to storage provision and private amenity space.

Overall, the proposed development will deliver a high-quality apartment scheme that is fully consistent with the Apartment Guidelines 2025 and supports the delivery of sustainable, well-designed residential development.

## Design Manual for Urban Roads & Streets (DMURS), 2019



The Design Manual for Urban Roads and Streets (DMURS), 2019, sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas.

### Evaluation of Consistency

The adopted design approach successfully achieves the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place. Proposed scheme prioritises pedestrians and cyclists through the development using shared surfaces and designated footpaths/cycle paths and limiting the number of vehicles in the scheme, designed with a strong street frontage and enclosure using planting, boundary treatments, verges, building heights and building lines as per DMURS guidance improving the amenity and safety for pedestrians and cyclists. Conformity with DMURS is set out in the DMURS statement of consistency by Waterman Moylan Consulting Engineers submitted as part of this application.

## Guidelines For Planning Authorities on Childcare Facilities, 2001



These guidelines state that Development Plans should facilitate the provision of childcare facilities in larger new housing estates with the standard minimum provision of one childcare facility with 20 places for each 75 dwellings.

Section 4.7 of the *Sustainable Urban Housing Design Guidelines for New Apartments*, 2018 states the following:

*“Notwithstanding the Planning Guidelines for Childcare Facilities (2001), in respect of which a review is to be progressed, and which recommend the provision of one child-care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development and the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. One-bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms.”*

#### Evaluation of Consistency

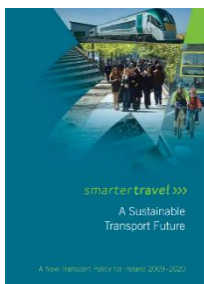
The proposed development comprises 183 residential units (56 apartments and 127 houses) with an estimated population of c. 502 persons based on an average household size of 2.74 (CSO 2022), generating c. 30 children aged 0–4 years. Applying the Sustainable Urban Housing: Design Standards for New Apartments Guidelines (2025), exclusion scenarios reduce the assessment population to between c. 348 and c. 458 persons, equating to c. 21–27 children aged 0–4. The Childcare Facilities Guidelines (2001) indicate a potential requirement of approximately 34–49 childcare places; however, a Census-based assessment for County Meath suggests a significantly lower likely demand of c. 10–15 childcare places under typical and worst-case participation rates. Overall, it is considered that the likely childcare demand generated by the scheme would be modest and can be accommodated within existing and permitted childcare provision in the wider area.

The proposal includes a purpose-built childcare facility measuring approximately 394 sq.m, together with approximately 193 sq.m of dedicated outdoor play space. The facility is designed to accommodate up to 60 childcare places across a range of age groups from 1 to 6 years, providing both full-day and sessional childcare services. The creche includes four childcare rooms, a dedicated sleep room, kitchen and dining facilities, staff accommodation, office space, storage areas and associated ancillary facilities.

The creche is located to the west of the site in a highly accessible location, providing convenient access for residents and supporting walking and cycling as sustainable modes of travel. Dedicated parking is provided for staff and parents, including a set-down area immediately adjacent to the building. The facility also benefits from a secure and enclosed outdoor play area located to the rear of the building, which is designed to cater for all age groups and is integrated with the wider open space network of the development.

Having regard to the scale of the proposed residential development and the childcare demand assessment undertaken, the size and capacity of the proposed creche are considered appropriate. The facility will provide childcare capacity significantly in excess of the estimated demand generated by the development itself, thereby contributing positively to childcare provision within the wider area. As such, the proposed creche will have a beneficial effect on population and human health by supporting access to high-quality early years childcare services for both existing and future residents.

### Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009-2020



Key targets of this national sustainable transport policy include:

- To support sustainable travel, future population and employment growth will have to predominantly take place in sustainable compact urban areas or rural areas, which discourage dispersed development and long commuting
- Work-related commuting by car will be reduced from a current modal share of 65% to 45%, which will mean that between 500,000 and 600,000 commuters will be encouraged to take means of transport other than car driver (of these

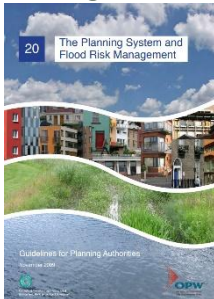
200,000 would be existing car drivers). Change in personal behaviour will also be necessary for other travel purposes as most travel relates to non-commuting.

- Car drivers will be accommodated on other modes such as walking, cycling, public transport and car sharing (to the extent that commuting by these modes will rise to 55% by 2020) or through other measures such as e-working.
- The total kilometres travelled by the car fleet in 2020 will not increase significantly from current total car kilometres.

#### Evaluation of Consistency

The proposed development is in line with the overall vision for better integration between land-use and transport. The car parking and cycle parking provision, along with the sites proximity to public transport ensures that there will be a modal shift amongst residence in this scheme to try alternative modes of transport and reduce reliance on the private car. The proposed development also includes a pedestrian and cycle path allowing access to Trim town and it is in a location with access to public transport.

### Guidelines For Planning Authorities on The Planning System and Flood Risk Management, 2009



These guidelines require the planning system to avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere.

The Guidelines adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk; and incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

#### EVALUATION OF CONSISTENCY

JBA Consulting Engineers carried out a Flood Risk Assessment for the proposed residential development at Kildalkey Road, Trim. While there is a history of flooding within Trim town, no evidence of historic flooding affecting the site was identified. The River Boyne, located south of the site, is the principal potential source of flood risk.

Site-specific hydraulic modelling confirmed that the proposed development is located within Flood Zone C, indicating a low probability of flooding. The only element extending into Flood Zones A/B is the buried foul sewer connection beneath the River Boyne, which will not affect floodplain storage or flow paths. Areas subject to flooding are confined to adjacent Open Space and High Amenity lands.

All residential development is located within Flood Zone C, with Finished Floor Levels set more than 3m above the predicted 1% AEP climate change flood levels. A surface water management strategy incorporating SuDS measures, including permeable paving, swales and soakaways, has been designed to manage pluvial flood risk without increasing flood risk elsewhere. Residual risks, including bridge blockage scenarios, were assessed and found to remain within adjacent open space areas.

The assessment demonstrates that flood-prone areas have been avoided, the floodplain preserved, and flood risk to surrounding lands has not increased. The proposed development complies with The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) and satisfies the requirements of the Justification Test.

### Regional Planning Policy

Under the Local Government Reform Act 2014 the Regional Planning Framework has been revised with the previous Regional Authorities/Assemblies (ten in total) now replaced with three Regional Assemblies. The Regional Authorities for the Greater Dublin Area – The Dublin Region and the Mid-East Region - have been replaced by the Eastern and Midland Regional Assembly.

The Regional Spatial and Economic Strategy was adopted on the 28th June 2019 and is a strategic plan and investment framework to shape the future development of the eastern regional to 2031 and beyond which is a new concept in Irish Planning tying spatial planning to economic factors. The region covers nine counties, Longford, Westmeath, Offaly, Laois, Louth, Meath, Kildare, Wicklow, and Dublin.

The RSES will support the implementation of Project Ireland 2040 – the National Planning Framework (NPF) and National Development Plan (NDP). It addresses employment, retail, housing, transport, water services, energy and communications, waste management, education, health, sports and community facilities, environment and heritage, landscape, sustainable development and climate change. The vision for the RSES is to create a sustainable and competitive region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all.

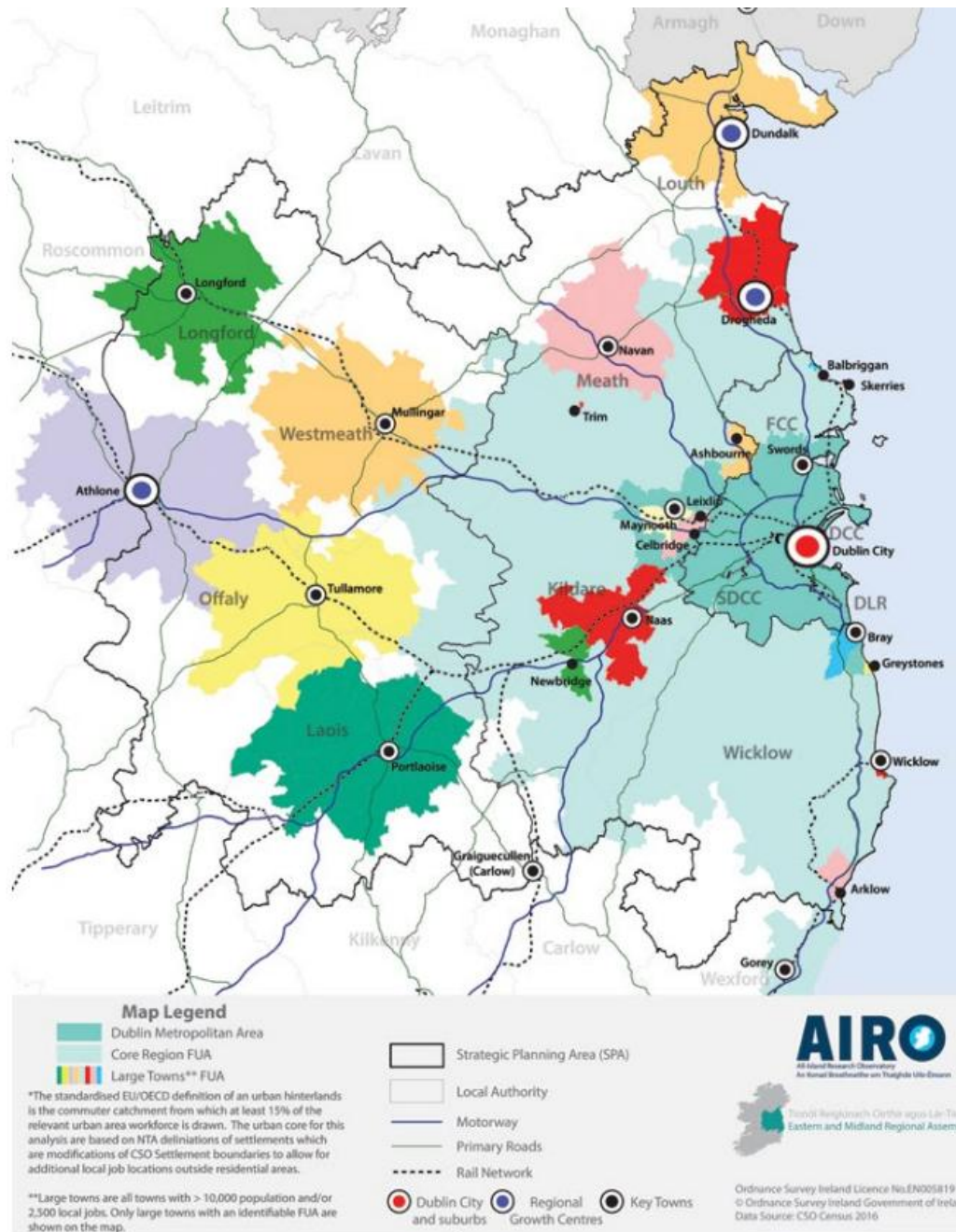


Figure 1.9 Functional Urban Areas. Dublin and Large Towns CSO 2016

The overarching vision of the RSES is *“To create a sustainable and competitive region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all”*.

Trim would fall within the *“Self-Sustaining Growth Towns”* category in Table 4.1 relating to the settlement hierarchy for the region.

This category of settlement is defined as having *“moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.”*

Table 4.3 of the RSES states that Self Sustaining Growth Towns should be targeted for *“consolidation*

*coupled with targeted investment where required to improve local employment, services and sustainable transport options and to become more self-sustaining settlements.”*

Section 3.2 of the RSES sets out growth enablers and Trim is located within the Core Region, close to the Dublin Metropolitan Area. *“The peri-urban ‘hinterlands’ in the commuter catchment around Dublin”.*

Growth enablers for the Hinterland area include:

- *To promote continued growth at more sustainable rates, while providing for increased employment and improved local economies, services and functions to allow towns to become more self-sustaining and to create the quality of life to attract investment.*
- *Commensurate population and employment growth in Key towns, coupled with investment in enabling transport, infrastructure and services to facilitate the achievement of compact growth targets of at least 30% of all new homes to be within the existing built-up area of settlements.*
- *Catch up’ investment to promote consolidation and improvement in the sustainability of those areas that have experienced significant population growth but have a weak level of services and employment for their residents.*

#### EVALUATION OF CONSISTENCY

Trim is identified within the RSES as a Self-Sustaining Growth Town within the Core Region, where continued population growth is supported alongside investment in employment, services and sustainable transport infrastructure to enhance self-sufficiency.

The proposed development will contribute to the planned growth and consolidation of Trim by delivering additional housing within the existing settlement, supporting local services and employment, and increasing demand for public transport and community infrastructure. The inclusion of an on-site crèche further enhances the provision of local services.

Accordingly, the proposed development is consistent with the vision, growth strategy and objectives of the Regional Spatial and Economic Strategy for the Eastern and Midland Region.

## Conclusion

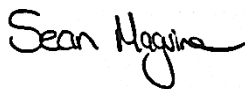
The proposed Large-Scale Residential Development at Kildalkey Road, Trim represents an appropriate, high-quality and sustainable form of residential development on lands zoned for new residential use. The proposal accords with the objectives of the Meath County Development Plan 2021–2027 and is consistent with national and regional planning policy, including the National Planning Framework, the Regional Spatial and Economic Strategy and the Sustainable Residential Development and Compact Settlements Guidelines (2024).

The scheme will deliver 183 residential units comprising a balanced mix of houses and apartments, together with a purpose-built childcare facility, high-quality public open spaces and associated infrastructure. The layout has been carefully designed in response to the site's topography, surrounding context and environmental sensitivities, with all built development confined to the residentially zoned lands and the adjoining River Boyne and River Blackwater SAC and SPA protected through a design-led avoidance strategy.

The development will provide a range of social, community and environmental benefits, including approximately 8,842 sq.m of public open space, a childcare facility with capacity for up to 60 children, enhanced pedestrian and cycle connectivity, extensive landscaping and biodiversity measures, and a comprehensive Sustainable Urban Drainage System (SuDS) strategy. The proposal has been specifically designed to avoid adverse impacts on the adjoining designated European sites, with the only intervention associated with these lands being the installation of essential wastewater infrastructure beneath the River Boyne by Horizontal Directional Drilling, a methodology selected to avoid disturbance to the SAC and SPA.

Overall, the proposed development represents an efficient and sustainable use of serviced residentially zoned land within the settlement boundary of Trim. It will make a positive contribution to the continued growth of the town by delivering much-needed housing and supporting infrastructure while safeguarding the ecological integrity of the River Boyne corridor. It is respectfully submitted that the proposed development is consistent with the proper planning and sustainable development of the area and should be granted permission.

Yours faithfully,



Sean Maguire

Senior Planner