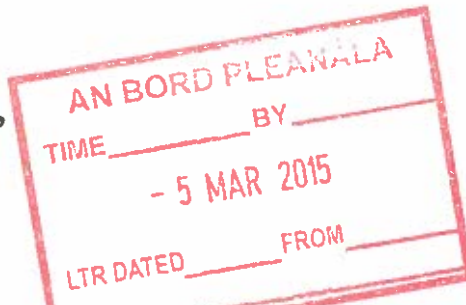


Murty Hanly & Associates Ltd.

Consulting Engineers & Project Managers

Ardeevin,
Mullingar,
Co. Westmeath
Tel: (044) 93 42186

Planning Department,
Buvinda House,
Dublin Road,
Navan,
County Meath

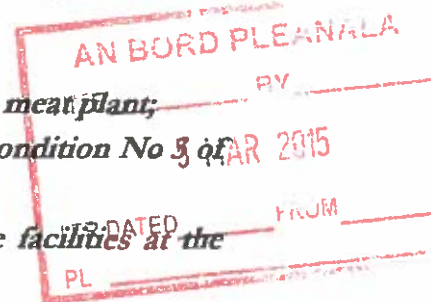


MEATH COUNTY COUNCIL		
Date Recd	Ref	LB
19-11-14	140803	
FURTHER INFORMATION LAYTOWN BETTYSTOWN AREA		

Response to FURTHER INFORMATION REQUEST CEO Order L1140/14

RE: Planning Application ref LB14803 of 10/9/14 for

- (i) Intensification of livestock slaughtering activities at the existing meat plant;
- (ii) Demolition and removal of existing offices as required under Condition No 3 of planning permission SA/140210;
- (iii) Construction of 210m² of new offices, staff welfare and storage facilities at the location of the demountable structure referred to in (ii) above;
- (iv) Change of use of an existing farmhouse from residential use to office use (153m²);
- (v) Construction of 112m² of additional lairage facilities;
- (vi) Construction of a 18m² green offal processing room abutting the main factory building;
- (vii) Construction of an external gantry to support a stomach press (20m²);
- (viii) Construction of a 4m² pumphouse;
- (ix) Addition of 5 no. new ancillary car parking spaces.



Dear Sirs

We refer to the request for further information reference Number LB/140803 dated 31/10/2014 which stated that ***"Reservations exist that an intensification of the site would impact on traffic safety to an unacceptable degree. Therefore you are requested to submit proposals whereby suitable access/ egress arrangements are put in place. You are advised to liaise with the Road Design Section of Meath County Council in respect of the foregoing"***

As requested in response to the above further information request we have contacted Mr. Jim Gibney SEE of the Strategic Transportation Unit. He has advised that it is necessary to ***"remove and setback hedges at either side of the road entrance"***.

As you are aware these hedges are not under the control or within the ownership of Dunbia, nor has any previous query been raised by the Council in relation to sight lines in the context of

any previous planning applications submitted or consents given. Happily the accident history in respect of the Windmill Road is excellent over the past 20 years.

Notwithstanding this acting on this request from Mr. Gibney we prepared two draft proposals which we submitted to him (see Appendix A) on the 10/11/14. In response to these proposals we received the following specification guidance on the 11/11/14 that the hedges need to be cut back to achieve a road stopping distance of 90 – 120m (see Appendix B).

In response to Mr. Gibney's specification request we now submit our proposal to remove the hedges and the fence line to be set back to achieve a sightline of up to 120m and the hedges to be reinstated behind this sightline (see attached letter from Mr. Clem Booth). We enclose Drawing Ref. No. RFI 01 which shows the proposed revised sightlines both North and South of the entrance to the Dunbia site which has been drawn strictly in accordance with the specification by Mr. Jim Gibney SEE of the Strategic Transportation Unit. For completion and in your ease, we also attach Drawing Ref. No. RFI 02 which shows the resultant modifications to the landscape plan previously approved under Planning Permission Ref SA140210, together with a minor addendum to Chapter 9 of the EIS submitted with the application currently before the Council and which identifies and assesses any resultant implications of this change on the landscape and visual impact of the scheme (see Appendix C).

Given that the hedges are outside the control and ownership of Dunbia, we have sought and obtained the consent of Mr. Clem Booth the owner of the land to the South, in respect of these measures. For good order we enclose a copy of Mr. Clem Booth's written consent, for your information. (see Appendix D).

As the measures to be implemented are on lands which are not controlled by Dunbia, it is prepared to accept the imposition of a Grampian condition, that these works be carried out, prior to the commencement of the development, should consent be granted.

I wish to record my appreciation of the prompt and clear direction afforded by Mr. Gibney in relation to this matter.

I trust that you find our response satisfactory and that you will be able to make a favourable decision on our application at your earliest convenience.

Yours Sincerely,



Murty P. Hanly (Agent for applicant)

APPENDIX A

Dear Mr. Gibney,

Further to the above request for further information and our subsequent conversation whereby I understood that you required us to **“remove and setback hedges at either side of the road entrance”**. My clients DUNBIA would like to submit 2 proposals for your consideration either of which I believe may meet your requirement. If we can reach agreement on an acceptable proposal I would intend submitting a worked up drawing of the proposal along with a copy of a letter of undertaking from the adjoining landowner to the South permitting the necessary works to proceed as a formal response.

Proposal 1. We cut down the hedges to a height 1.05m and remove the four ivy covered overhanging trees interfering with the sight line all on either side of the entrance. See attached PDF drawing Option 1 and see attached google links of the view from either side of the entrance:

<https://www.google.ie/maps/@53.6705636,6.5554842,3a,75y,152.31h,96.56t/data=!3m4!1e1!3m2!1sF6xW7bBjATqaeZcKffgY-gl2e0>

<https://www.google.ie/maps/@53.6705098,6.5552753,3a,75y,256.04h,76.97t/data=!3m4!1e1!3m2!1sV0p6jD7ym0-yr05i0QhVyw!2e0>

While this could be perceived as a minimalist approach it would be our preferred option because,

1. It would maintain the integrity of the maximum amount of the existing hedgerow.
2. The necessary sightline can be achieved up to 160m. Our traffic consultant is of the view that *“From a setback of 2m sightlines are approximately 80m in either direction, equating to a design speed of between 50km/hr and 60km/hr; appropriate for this setting”*
3. It does not increase the perceived width of the road encouraging increased speed by passing traffic at the approach to the factory entrance.

In the light of the excellent accident history at this location anecdotally over the past 20 or so years and the modest increase in movements generated by the intensification (see Tables 12-3 & 12-4 of the EIS) it may be considered adequate.

Proposal 2. We achieve the sightline as shown in the attached PDF drawing option 2 for a 4.5m setback by having the roadside hedging removed together with the overhanging trees and arrange to have a new hedge erected by the adjoining landowner to the South and by Dunbia to the North inside the sightline.

While both proposals have their merits we are concerned that in the case of proposal 2 the consequent widening of the grass margin will encourage passing traffic to accelerate in the vicinity of the factory entrance and lead to an accident location that historically doesn't exist and may sometime in the future require Meath County Council to introduce a reduced speed limit or traffic calming by way of speed ramps or suchlike.

You will see from our "unsolicited further information response to the submissions" that Dunbia has unilaterally endeavoured to have all heavy traffic exiting from the plant to turn right and restrict their speed on Windmill Road to 30km in deference to requests from local residents.(see below).



I would thank you to advise me whether any of the proposals meets with your requirements and if so which one you would prefer us to submit.

We would be free to meet with you at short notice should you wish to discuss the matter further.

As you can appreciate in these fraught times for the meat industry an early decision would be very much appreciated.

Yours Sincerely



Murty P. Hanly,

APPENDIX B

Hi

The option 1 is not acceptable as the hedge will grow again.

Option 2 is ok but may be reduced somewhat. The standard is 3m x stopping distance which technically is 80kph. This may be reduced due to local circumstances – and for this road a stopping distance of 90 – 120m would be acceptable. But the fence/hedge etc must be set back behind this line.

Jim Gibney

SEE

Strategic Transportation Unit

Abbey Road

Navan

For inspection purposes only.
Consent of copyright owner required for any other use.

APPENDIX C

DUNBIA (SLANE)

INTENSIFICATION OF USE OF MEAT PROCESSING FACTORY PAINESTOWN, BEAUPARC, NAVAN, CO. MEATH

ENVIRONMENTAL IMPACT STATEMENT

ADDENDUM TO LANDSCAPE AND VISUAL IMPACT CHAPTER (Chapter 9)

Assessment of Works to Provide Enhanced Visibility at Site Access Junction

The works required in order to facilitate the visibility splays at the site entrance of the Dunbia meat processing plant at Painestown, Beauparc, Navan, Co. Meath will result in the removal of approximately 170m of hedgerow and 4 mature trees. The hedgerow to be removed is quite formal and is maintained regularly to a height of approximately 1m to 1.5m. It is proposed to plant a new hedge along the boundary of the area to be cleared to provide the improved visibility splays. This hedge will mitigate the loss of the existing hedge somewhat and will providing screening cover similar to the existing hedge within about 5 years of planting.

Considering the abundance of hedgerows in the vicinity of the site and the proposed replacement planting, the impact on the landscape due to the proposed works at the site entrance is considered to be low.

The only visual receptors affected by the proposed works are road users. None of the neighbouring properties are located along the affected stretch of road. Views towards the meat processing plant will temporarily open up along an approximately 200m stretch of Windmill Road. However, considering the low height of the existing hedgerow, the set back of the facility from the road by approximately 250m and the proposed replacement planting, the visual impact on road users is considered to be moderate in the short term, reducing to low, as the proposed hedge matures.

APPENDIX D

**96B Fitzherbert Court,
Slane Road,
Navan,
Co. Meath**

**Re:- Request for Further Information in relation to Planning Application by Dunbia
Planning Ref LB140803**

To Whom It May Concern,

I, Clement Booth, own the lands located to the South of the proposed site. I hereby give consent to Dunbia (Slane) Ltd. to remove the existing fence and section of hedgerow necessary to facilitate improvement in sightlines at its existing site access and to erect a replacement fence and hedgerow, set back from the road edge in accordance with Drawing No. RFI 01 submitted as part of the response to Request for Further Information in relation to Planning Application LB140803.

I confirm that the area in front of the new fence will be kept as a grass verge, free of vegetation.

Signed:- Clement Booth

Date:- 17th Nov 2014