



# Green Heart Strategy

Tara Skryne Preservation Group

Produced By Pauline Bleach

13/03/2017

♥ Heart is actual size and position of Tara LCA

# Hi!

My name is Pauline. I run initiatives for Tara Skryne Preservation Group.

I grew up on stories. Crawling into my grandmother's bed in the early mornings to hear stories of myths, pookas, blood and rebellion. To me, my story starts 3500 years ago at Tara.

I've always thought this long history gave Irish people a sort of resilience. Even when we are alone, we belong to something much greater. The great Irish "We".

So when the M3 controversy started and I was 'what are "we" doing?' When I realised after reading the planning document that there was a better route, I wanted to tell everyone. After all, it's a lot to ask us all to read 500 pages!

When I put my hand up, I was a little lost. Like many of us, I was brought up not to be doing that sort of stuff. I honestly believed I'd tell enough people and it would change. It didn't.

But it brought about a new "We", as thousands of us put our hand up and did whatever we could. No matter how small. Because we love Tara and not giving up when the odds are against you is the Irish way.

But finding the way towards our future is also the Irish way.

This is why we're putting forward these initiatives.

- ▶ Part 1 Overview
- ▶ Part 2 Sustainable Transport
- ▶ Part 3 Empowering Community

As Michael Collins would say:

"To create a garment of our own making".

This is only one thread in this garment. I hope you'll add yours.



# Overview: Protecting Tara as a Living Environment

- To create a sustainable and independent archaeological strategy.
  - Make the Heritage Council fully funded and independent of politics.
  - Make developers contract archaeologists through Heritage Council.
- To create a sustainable strategy to engage and protect the Tara landscape.
  - Fully implement the Tara Landscape Conservation Area.
  - Create a transport strategy that supports development in Meath.
- To empower Local Community decision making within the Landscape.
  - Ensure Public Consultation has legal weight rather than optional guidelines.
  - Ensure Tara residents needs are met with a Local Community Plan.
- To enhance the benefits to the Local Communities.
  - Small Tourism Initiative.
  - Branding Initiative to allow Heritage/Protection area.

# Overview: Sustainable independent archaeological strategy

## Solution

- Making the Heritage Council fully funded independent body apart from politics.
- Make developers contract archaeological firms through Heritage Council.

## Why?

- RAI - Archaeology 2025 strategy examined the detrimental effects political and commercial pressures on archaeologist and our heritage. The race to the bottom on archaeological price and practice where developers shop for the cheapest or most amenable archaeologist.
- Many Irish people have concerns about close contacts between politicians, donations and developers.
- Moving provision of Irish archaeology services to Heritage Council, who can recommended archaeologists with the correct skills and fix prices services. Developers can choose from this list and should be responsible for the costs.
- The Heritage Council already funds the Discovery Programme, so majority of Irish archaeology is already under their watch.
- The Heritage Ministers have not addressed issues raised by the M3 debacle. Ministerial involvement should be in law rather than archaeological practice.
- M3 archaeological services cost Taxpayers \$727.4 million enough to fully fund the Heritage Council for 36 years.
- An independent archaeological body, working up front and proactively will save time, money and our archaeological past.

## How?

- As seen by the M3, planning with archaeologist is cheaper in the long term. We will approach other stakeholders to build a consensus.

# Overview: Strategy to protect Tara landscape

## Solution.

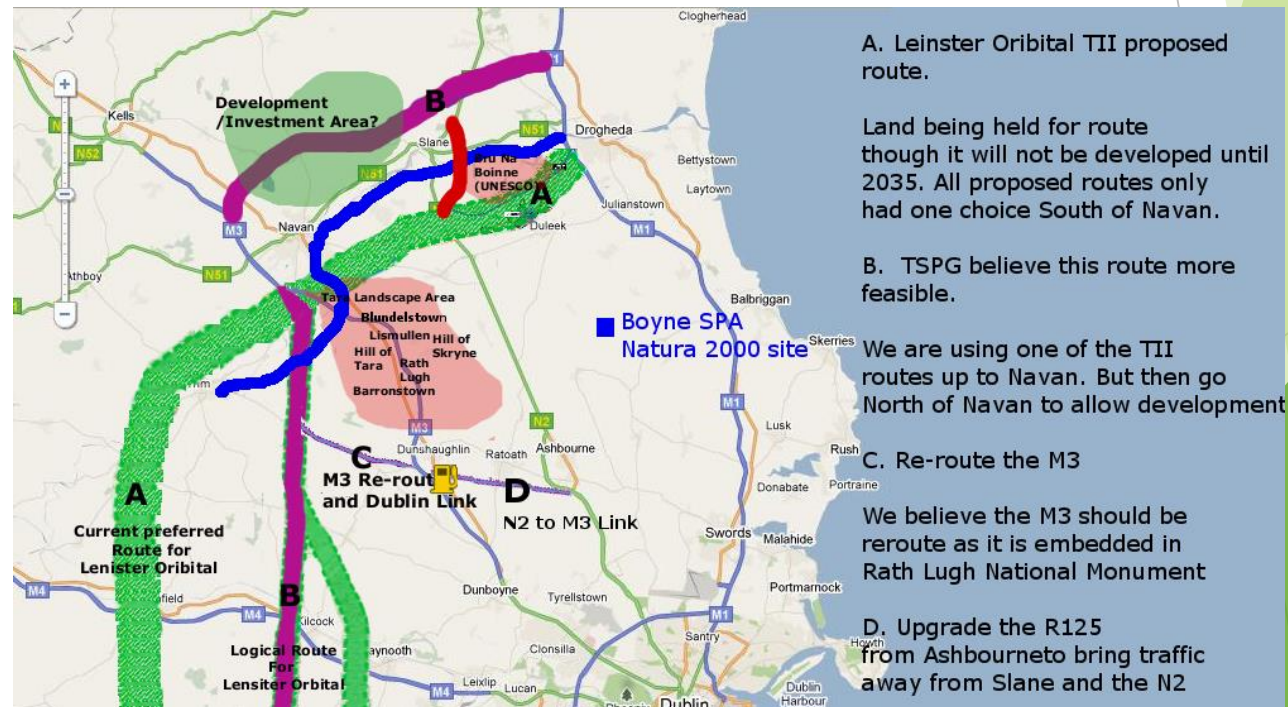
- Fully Implement the Tara Landscape Conservation Area.
- To create a transport strategy that supports development in Meath.

## Why?

- The draft Tara Landscape Conservation area was used successfully and as intended in deciding the site of the T4 Motor Service Area along the M3. We believe this proves it works and should be fully implemented to be used for all projects that require an EIS.

[http://www.t4msa.ie/support\\_material/M3/M3\\_MSA\\_Site\\_Selection\\_Report\\_Rev\\_B.pdf](http://www.t4msa.ie/support_material/M3/M3_MSA_Site_Selection_Report_Rev_B.pdf)

- TII's Transport plan for Meath includes routing the Leinster Orbital (LO) south of Navan between the Tara LCA and the river Boyne.
- This allows no development along the LO without impeding on the Tara LCA and the Bru Na Boinne UNESCO site.
- TII traffic flows show that the N2 is not a main traffic flow route after the commuter town of Ashbourne.
- Our plan unlike Meath Council includes a development area!



# Overview: Empowering Community with Proper Public Consultation

## Solution

- Ensure Public Consultation has legal weight and must follow proper process rather than the current optional guidelines that can ignore inconvenient facts.

## Why?

### Issue 1: Public Consultation has no legal weight.

- Tara Skryne Preservation Society responded to the Public Consultation on Public consultation. The new guidelines can still be ignored, as they were in the case of the M3.
- TSPG believes that it is disrespectful to Irish citizens who put their efforts into responding to Consultations and attending Planning hearings for their views to have no legal weight.
- TSPG proposes that Public Consultation legally count as 20% of the Final Decision.

### Issue 2: Ignoring Facts and Processes.

- Archaeology was given by An Bord Pleanála as a prime rationale for the M3 blue route. Even after all Archaeologists involved, Margaret Mc Gowan (Roads Authority), Conor Newman and the Discovery Programme testified it was the worst possible route.
- TSPG believe an Independent arbitrator of facts and process is required. This means government agencies are legally required to revise decisions and rerun process with the correct facts if the arbitrator finds that they have either misconstrued, or ignored, facts and processes.

## How?

- We will approach other stakeholders in the Public Consultation and Government bodies to see how we can bring this issue forward.

# Overview: Empower Local Community decisions for Tara LCA

## Solution

- Ensure the Tara Skryne Community needs are met with a Local Community Plan.

## Why?

- TSPG knows that the threat to Tara does not come from the Tara LCA communities.
- Misinformation and fear campaigns highlight differences rather than commonalities.
- As one Meath Newspaper pointed out, “I’m an outsider” ;) Also more helpfully, that Meath County Council employees were incorrectly using the LCA to make life difficult for those who are simply trying to build their homes. And then we wonder at people’s frustration!
- This is why TSPG believe that each LCA should be accompanied by a Local Community Plan that sets up a structure for community development. Developed by the Community who know their needs. This will apply to any area which is covered by an LCA and overrides the Local Development Plans.
- For Large and External developments, the Council will use the LCA. For Locals, the LCP.

## How?

- TSPG will try to work with Community groups to see what they need.
- This not meant to regulate the community out of existence but to allow it to thrive.
- The continuing saga of one of our TSPG members and the Farmer with the Trough on the mound will continue to amuse, at least me, for a long time to come.

# Overview: Enhance the benefits to the Local Community

## Solutions

- Small Tourism Initiative
- Branding Initiative to allow Heritage/Protection area

## Why?

- Tara Skryne Preservation Society believe living in the Tara LCA should be not only a privilege but enhance the lives of the people who live there. After all, there is not many places in Ireland that you can be sure that someone won't put a 100 house and apartments estate next door these day!
- Tourists rarely spend more than a day and often return to Dublin for their overnight. (Meath Tourism) This means the money generated by Tara LCA does not benefit Meath. We're hoping to change that!
- TSPG initiative for small tourism involved local experiences which generate local income. There is no reason why Tara LCA and surrounding towns cannot become a hub for winter weekend getaways as well as summer tourists.
- Branding is everything. A protected landscape speaks of purity and exclusiveness which would sell at a premium in the Chinese food market, never mind at home. Only products from the Tara LCA would have this branding.

## How?

- TSPG has put together an initial plan for small tourism. Including a project for small experience booths created by Archaeologist Students with Media Students that can be easily maintained and fitted within local buildings.
- We're also hoping to get room at the new Service Station for Meath Small Tourist Initiatives where people can be collected, move onto local buses to be brought to hotels and monuments.
- Branding should be a professional job ;)



## Republic of Ireland Decision Makers and Responsible Parties

- ▶ Arts Heritage, Regional, Rural and Gaeltacht Affairs (DAHRRGA)
  - ▶ National Monument Service (NMS)
  - ▶ National Museum of Ireland (NMI)
  - ▶ Framework of the National Cultural Institutions Act 1997
- ▶ Department of Public Expenditure and Reform
  - ▶ OPW - Conservation work and maintenance of monuments
- ▶ The Heritage Act 1995
  - ▶ Heritage Council
  - ▶ Discovery Programme
- ▶ TII Head Archaeologist
  - ▶ Ronan Swan

## Northern Ireland Decision Makers and Responsible Parties

- ▶ Department for Communities National Monument Service (NMS)
  - ▶ Historic Environment Division National Museum of Ireland (NMI)
  - ▶ National Museums Northern Ireland
  - ▶ Department of Public Expenditure

# Wear your Green Heart! Share your #GreenHeart!

Our choice is very simple.

We can wait for the next Wood Quay, M3 and once again be ignored.

Or we can make our stand and say - Something has to change.

The RAI - Archaeological 2025 report is very clear that the current situation is not helping archaeologists.

We at TSPG believe that the answer lies in a

**Both a Landscape Conservation Area and a Local Community Plan**

**A Transport plan that Supports Development and Protects Heritage**

**Supporting Tourism to provide local jobs and incomes**

**Independent Professional Archaeological Body**

Whose mission statement is very simple.

**“To protect the will of the Irish people**

**To protect Irish heritage and archaeology for the next generation**

**To co-operate with development bodies to ensure our future recognises and works in synergy with our past”**

At TSPG, we're saying something has to change.

98% of you agree Tara needs to be protected

**We'd like you to**

**Wear your Green Heart! Share your #GreenHeart!**

**to stand with us and make that change happen.**

# Overview: Next Steps. Lets change this!

- ▶ We have sent these petitions into the Oireachtas committee which has the power to put into Committee and to get them debated in the Dail (Irish Parliament)

The Committee Secretariat working with the Joint Committee on Public Petitions acknowledges receipt of your petition in relation to ***“To make public consultation process a legal requirement and count for 20% of outcome. To create an independent arbitrator of Facts and Process with power to order revisions or rerun using correct processes and facts.”***

Your Petition reference number is P00010/17, your petition is currently being processed by our Petitions Case Manager, and we will be in contact with you in due course.

The Committee Secretariat working with the Joint Committee on Public Petitions acknowledges receipt of your petition in relation to ***“.To re-route the Leinster Orbital North of Navan away from the Tara and Bru Na Boinne archaeological landscapes and to create a legally binding mechanism to allow early intervention in the case of large infrastructure affecting areas of National importance.”***

Your Petition reference number is P00011/17, your petition is currently being processed by our Petitions Case Manager, and we will be in contact with you in due course.

The Committee Secretariat working with the Joint Committee on Public Petitions acknowledges receipt of your petition in relation to ***“To devolve full legal responsibility and decision making for archaeology and heritage to Heritage Council. To give them the legal power to evaluate and block routing/placement decisions for major infrastructure projects at each stage. To appoint and set fees for archaeological services to projects. To halt projects and approve mitigating measures where significant monuments are found during construction.”***

Your Petition reference number is P00012/17, your petition is currently being processed by our Petitions Case Manager, and we will be in contact with you in due course.

**Wear a #GreenHeart! Share a #GreenHeart!  
St Patrick's Day and Beyond**

Like us on facebook to keep in touch:  
Tara Skryne Preservation Group

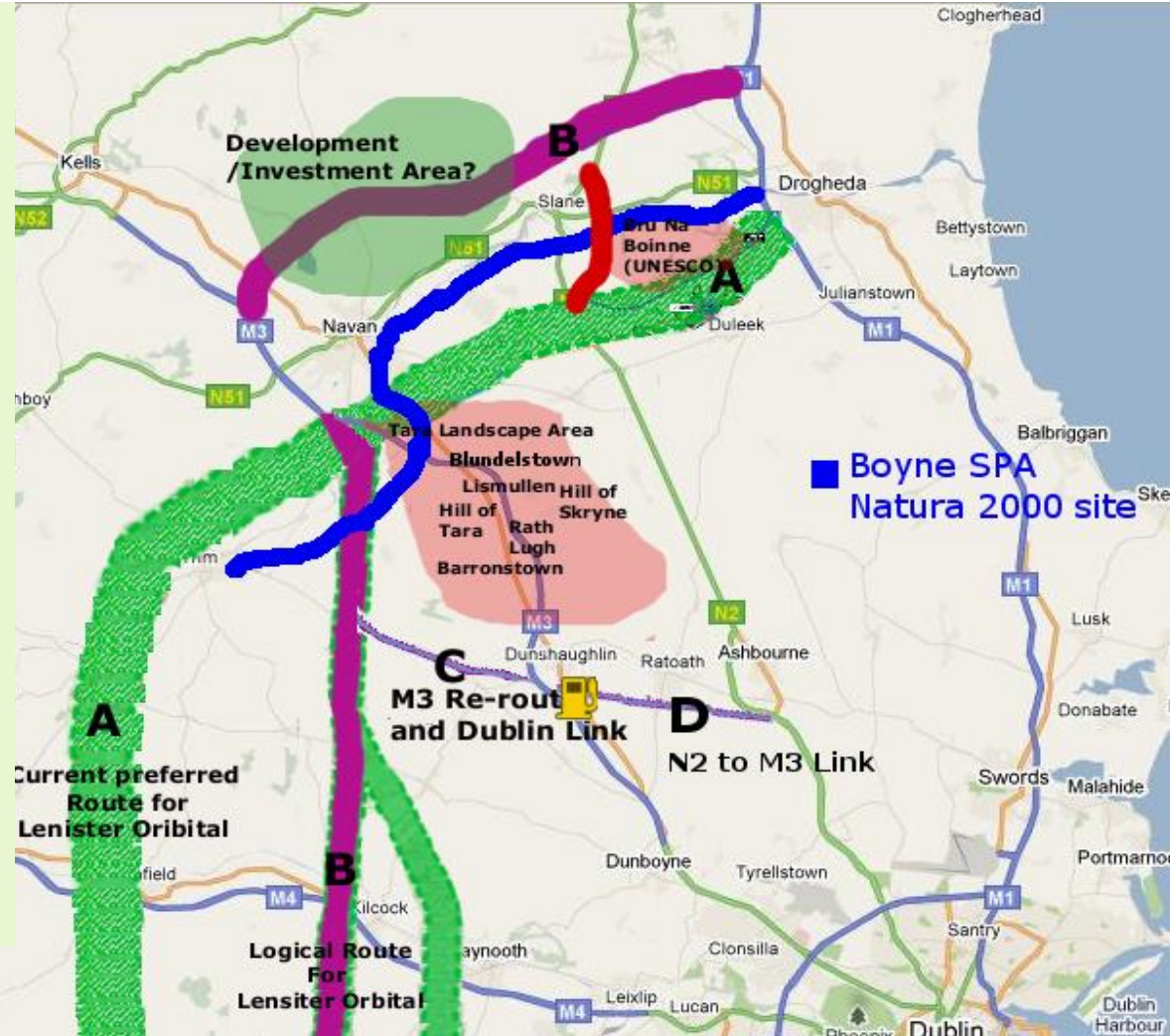
# Overview: Green Heart Solution

Like [Tara Skryne Preservation Group](#) Facebook page to stay up to date and be part of our quick reaction force!

**Development area (Green) :**  
North of Navan  
Allows both LO and Rail link  
from Kilcock where it  
connects into National  
Network

**LCA area (Red):**  
LCA's for Larger Scale  
Development  
LCP for Community Planning

**Tourism:**  
Collection point from new T4  
Service station  
Small Tourism Initiatives



**A. Leinster Orbital TII proposed route.**

Land being held for route though it will not be developed until 2035. All proposed routes only had one choice South of Navan.

**B. TSPG believe this route more feasible.**

We are using one of the TII routes up to Navan. But then go North of Navan to allow development

**C. Re-route the M3**

We believe the M3 should be reroute as it is embedded in Rath Lugh National Monument

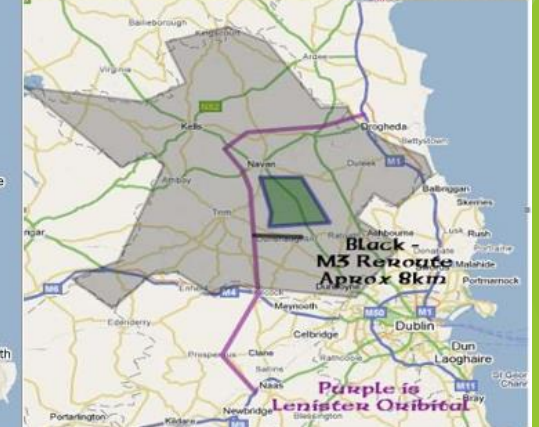
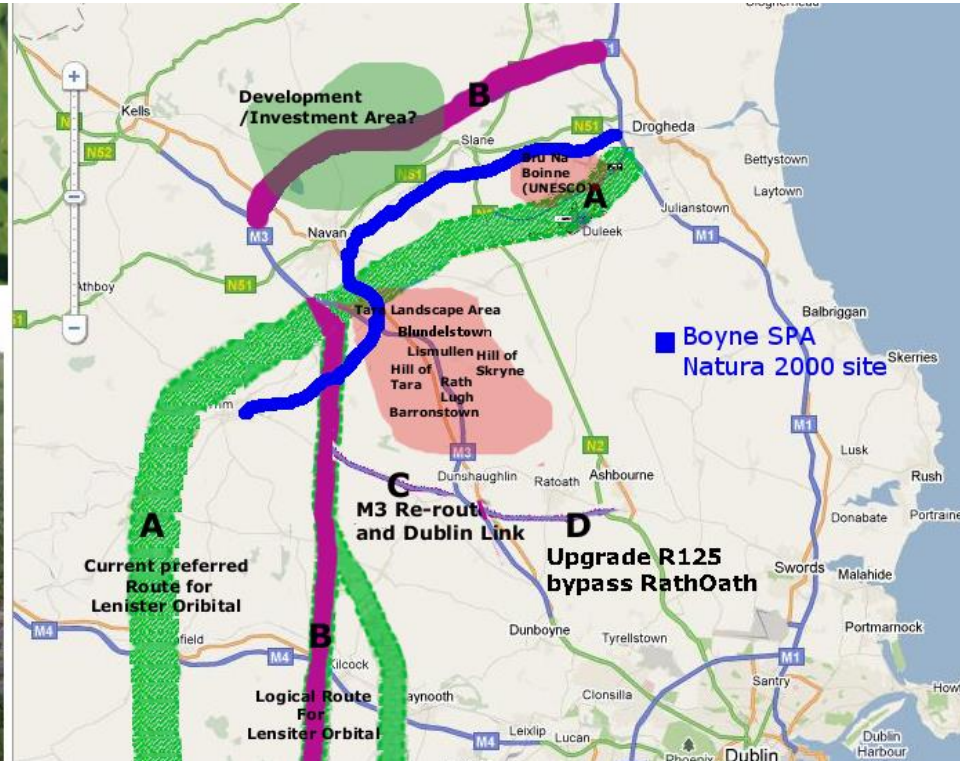
**D. Upgrade the R125 from Ashbourneto bring traffic away from Slane and the N2**

# Transport: Protecting Tara as a Living Environment

- To create a sustainable strategy to engage and protect Tara landscape
  - The implementation of the Tara Landscape Conservation Area
  - To create a transport strategy that supports development in Meath
  - The Green Route A is currently Meath's Plan for Leinster Orbital
  - TSPG believes that the Purple Route B is a more realistic option
  - We also believe that the R125 should be upgraded removing Traffic from the N2 and Slane



Our Past doesn't have to be our future  
Like us if you agree!



# Transport: Population and Age in Meath

Population & Age



- The age breakdown shows a young population, many with children.
- Meath is well set up for building and attracting new Industries as it has large mature and upcoming employment pools.
- Meath also has large potential as a start-up capital of Ireland having lower rents but with ease of access to both Dublin Airport and Dublin.
- Current transport infrastructure, with the M3 passing through Tara's archaeological landscape, limits the ability to use this infrastructure to its full potential.
- The continued bickering and uncertainty about infrastructure such as the Leinster Orbital and the Slane Bypass is unhelpful. A holistic plan would provide the certainty required for development.
- With a sustainable infrastructure plan developed in conjunction with archaeological experts. Meath can once again use the heritage as a drawing card for not only tourists but for development.
- To provide a starting point for this discussion, TSPG has developed a rough plan for how we believe currently planned infrastructure can be more effectively placed.

# Transport: A sustainable strategy to protect Tara landscape

Solution.

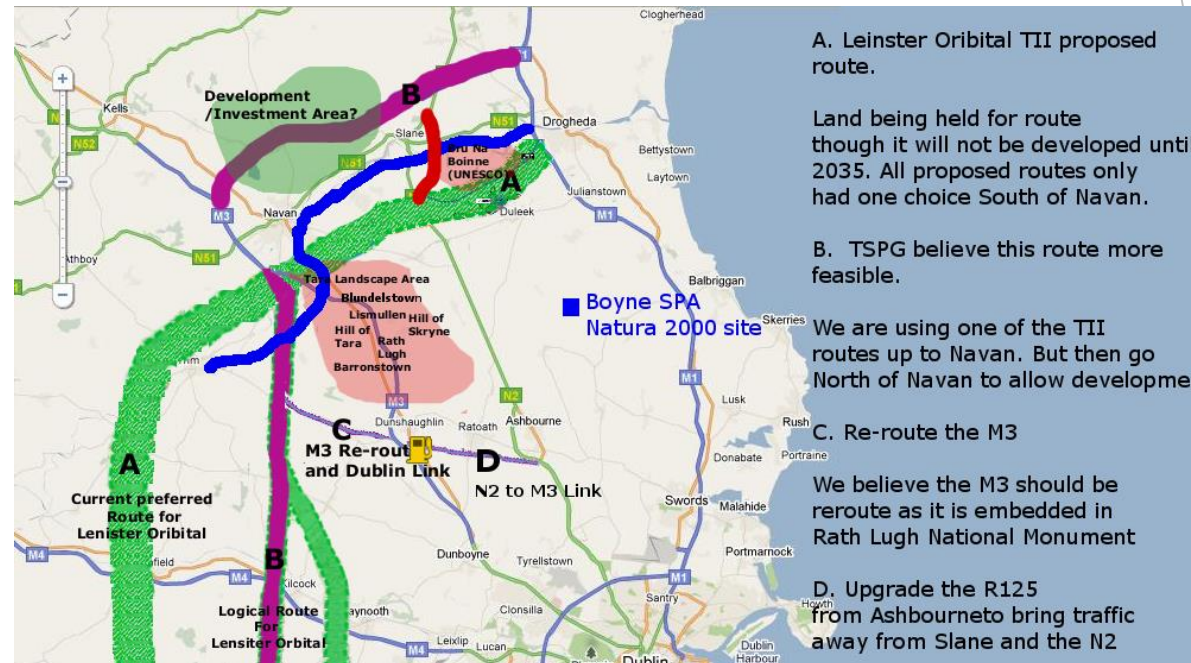
- Implement of the Tara Landscape Conservation Area
- Create a Transport strategy that supports development in Meath

Why?

- The draft Tara Landscape Conservation area was used successfully and as intended in deciding the site of the Motor Service Area along the M3. We believe this proves it works and should be brought into effect to be used for all future projects.

[http://www.t4msa.ie/support\\_material/M3/M3\\_MSA\\_Site\\_Selection\\_Report\\_Rev\\_B.pdf](http://www.t4msa.ie/support_material/M3/M3_MSA_Site_Selection_Report_Rev_B.pdf)

- TII's Transport plan for Meath includes putting the Leinster Orbital (LO) south of Navan between the Tara LCA and the river Boyne.
- The current routing of the LO allows no development without impeding on the Tara LCA and the Bru Na Boinne UNESCO.
- TII traffic flows (next page) show that the N2 is not a main traffic flow route after the commuter town of Ashbourne.
- Our plan meets include a Rail Line along LO From Dublin to Kilcock to Drogheda Line with stops for Navan and Development area



A. Leinster Orbital TII proposed route.

Land being held for route though it will not be developed until 2035. All proposed routes only had one choice South of Navan.

B. TSPG believe this route more feasible.

We are using one of the TII routes up to Navan. But then go North of Navan to allow development

C. Re-route the M3

We believe the M3 should be reroute as it is embedded in Rath Lugh National Monument

D. Upgrade the R125 from Ashbourneto bring traffic away from Slane and the N2

# Transport Traffic Flows as per TII

## Main Commuter Zone (purple) goes as far

- ▶ Balbriggan, Ashbourne, Dunshaughlin, and Maynooth

## Major Traffic Flows as per TII

- ▶ Dublin via M1 via N33 to Ardee to N2 to Derry
- ▶ Dublin via M1 to Belfast
- ▶ Dublin via M3 to Sligo/Donegal

## Connecting M2 to Main Traffic flows

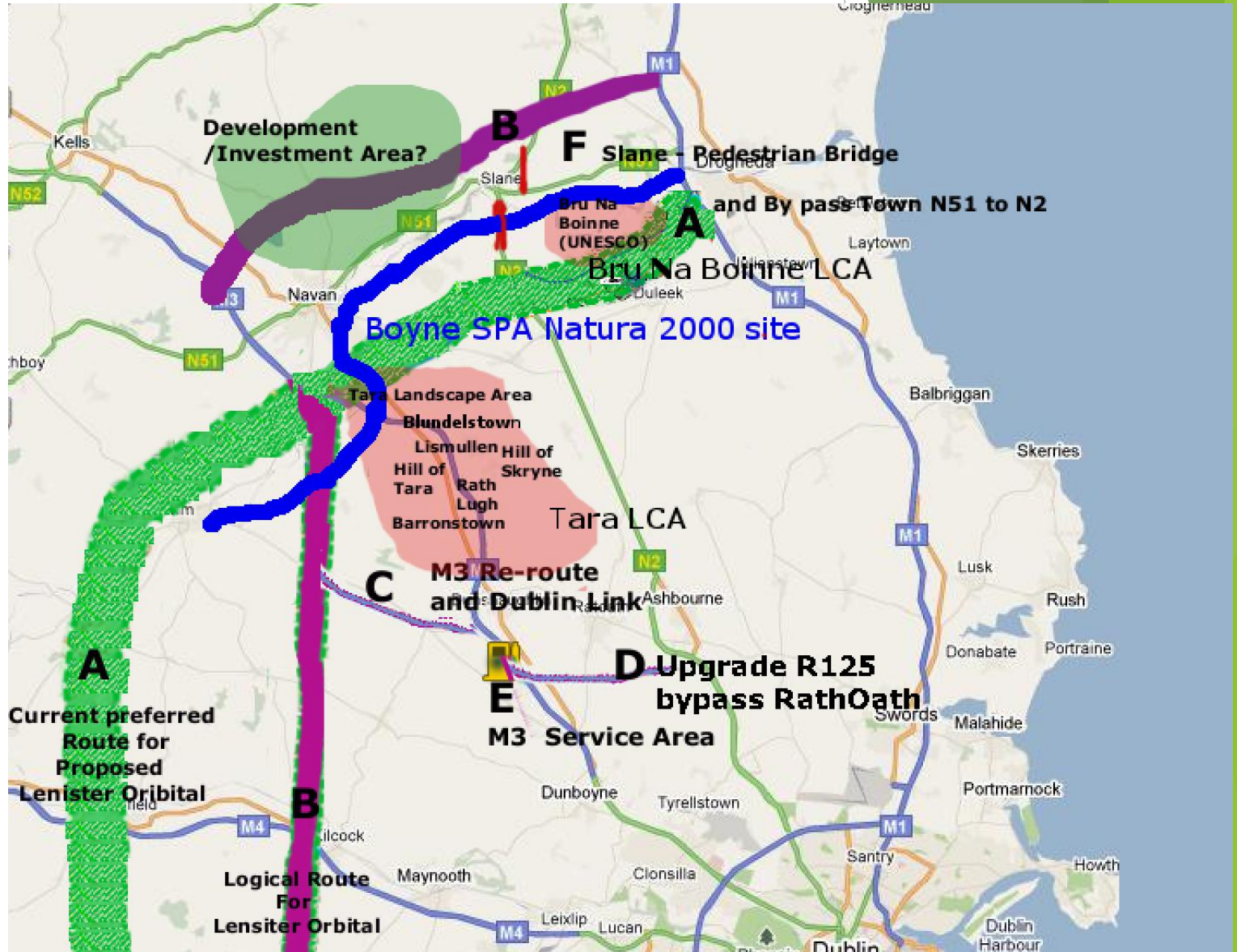
- ▶ Requirement for an upgrade of the R125 to bring M2 traffic across to the M3 and Leinster Orbital.
- ▶ Removing non-local traffic from the N2 to Slane and the need for a major by-pass
- ▶ Slane will be by-passed East West by Leinster Orbital
- ▶ With the proposed Leinster Orbital it creates a green heart protecting the archaeological areas





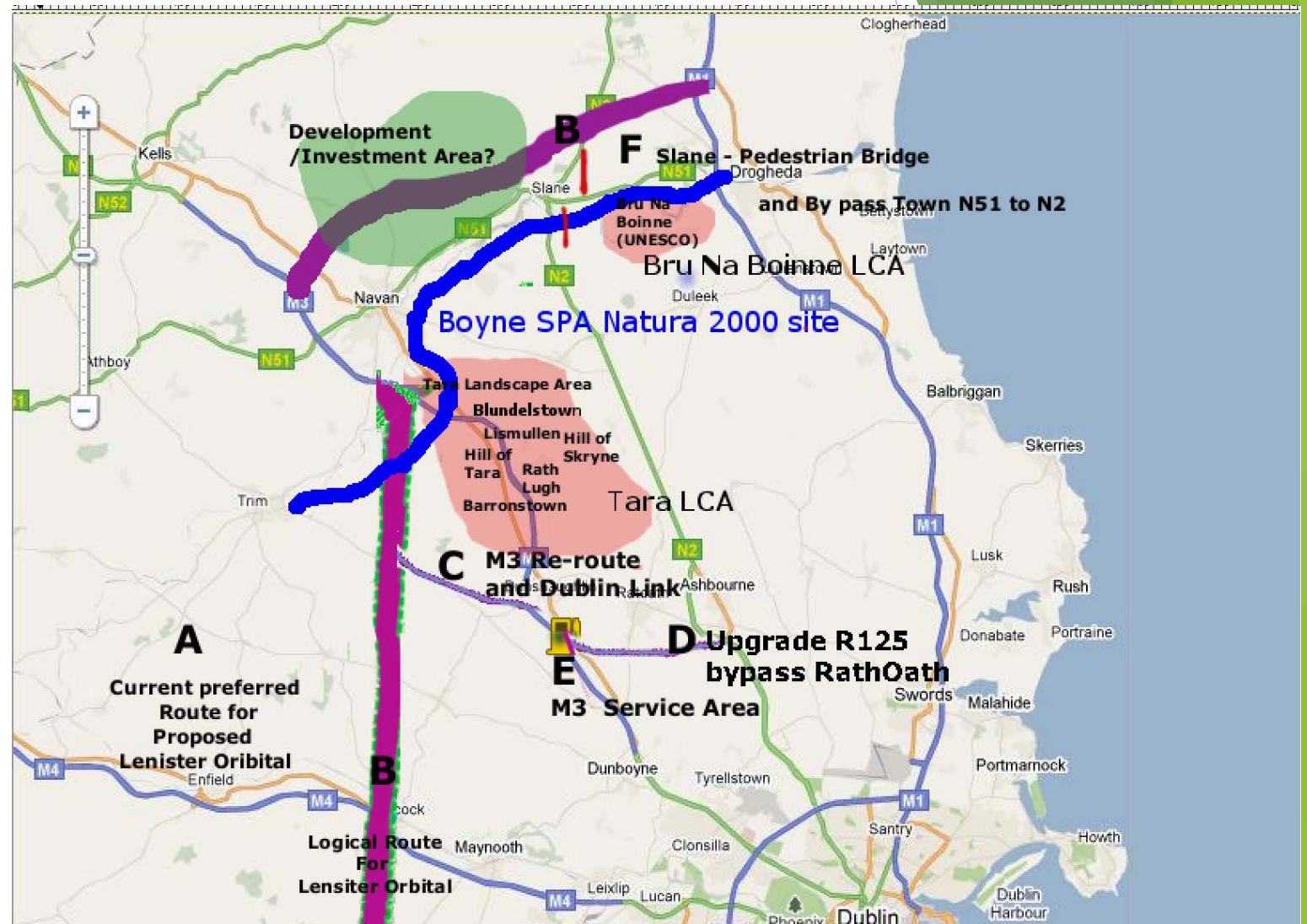
# Transport: Change the preferred route of Leinster Orbital

- The Current Preferred Route for the Leinster Orbital **A** is too close to the Archaeological Landscapes.
- Route **A** also does not allow a train or light rail line to be built in association with the road.
- TSPG believes that choosing Route **B** for the first part will allow Kilcock rail line from Connolly to be extended to Navan.
- To avoid Archaeological areas and support a development area long the Leinster Orbital, TSPG believe that the Leinster Orbital should go a new route **B** above not below Navan!

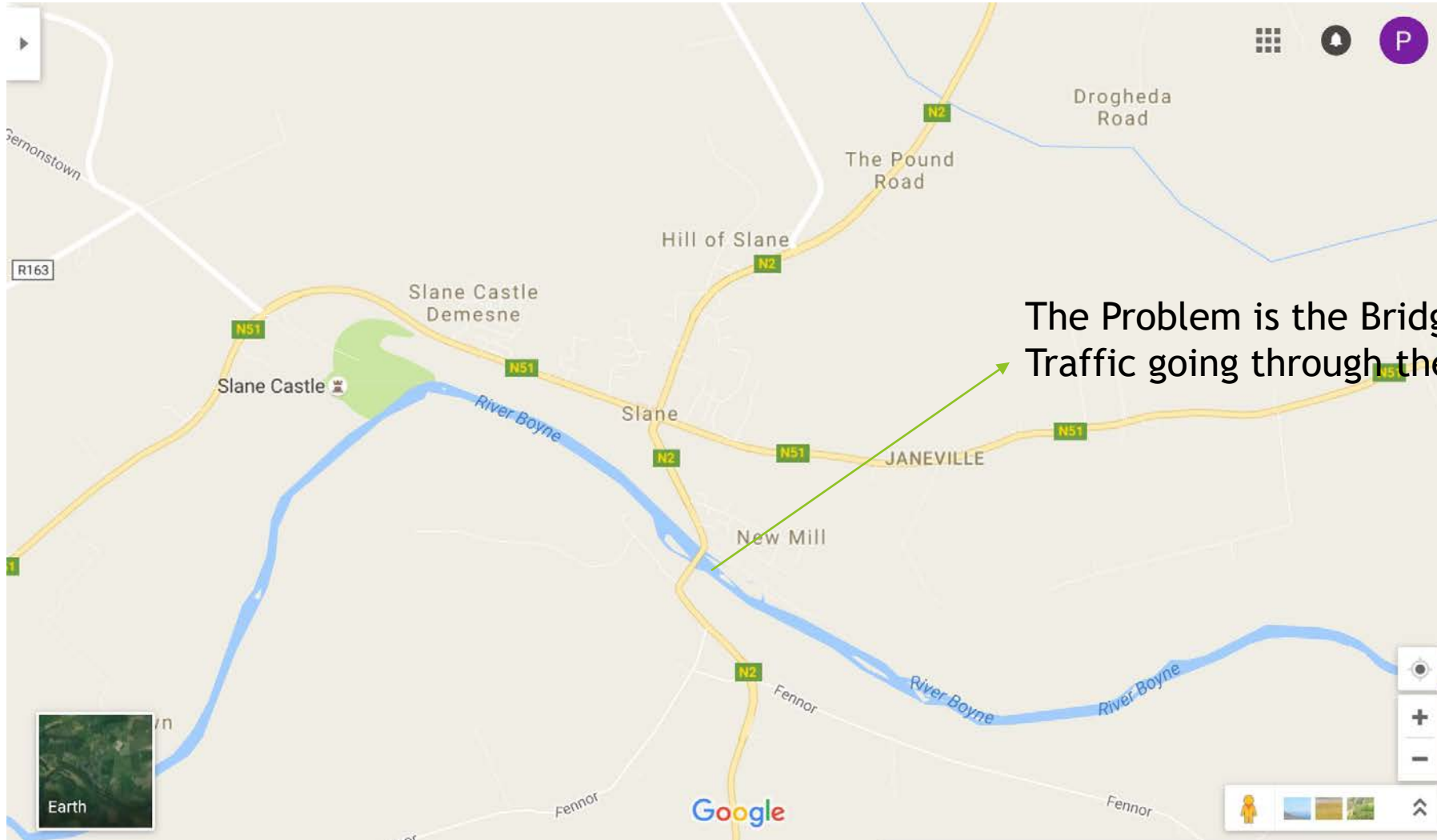


# A holistic plan for Meath Transport

- A. Change the TII preferred route for the Leinster Orbital and ensure that land is not reserved as currently proposed as this would locking in the wrong route.
- B. Route the Leinster Orbital from Kilcock supporting railway extension. The West East Link should be routed North of Navan rather than only current choice which is south of Navan and impedes on the Archaeological areas.
- C. The M3 cuts into Rath Lugh a vulnerable national monument. The Tara section should be rerouted into the Leinster Orbital.
- D. Upgrading the R125 will allow M2 traffic to be brought into M3/LO
- E. M3 Service area should include facilities for Local Tourism with Pick up Area.
- F. Slane - new Pedestrian Bridge and Town By-Pass N51 to N2.



# Transport: Slane Traffic



The Problem is the Bridge and  
Traffic going through the town

# Transport: Rejected Slane Bypass

The case for the Slane Bypass TII was

- Based on HGV toll avoidance from M1.
- Based on N2 continuing to be a main artery to Derry
- TII's own planning says Derry route should be M1 to Ardee via N33 before re-joining N2.
- Major Commuter Traffic only goes as far as Ashbourne.
- A large bridge as per the rejected by-pass plans, would only encourage traffic.
- HGV ban's have already moved traffic from Slane.
- The current bridge has no pedestrian footpaths. A pedestrian bridge can be built adjacent to the road bridge.
- Any additions to the current bridge should be investigated along with pedestrian bridge.
- Slane town may require a by-pass. Turning right at the roundabout before the town and adding a link road between the N51 and the N2 would by-pass the town.
- Only Local traffic will go into Slane village



# Transport: Slane Bypass?

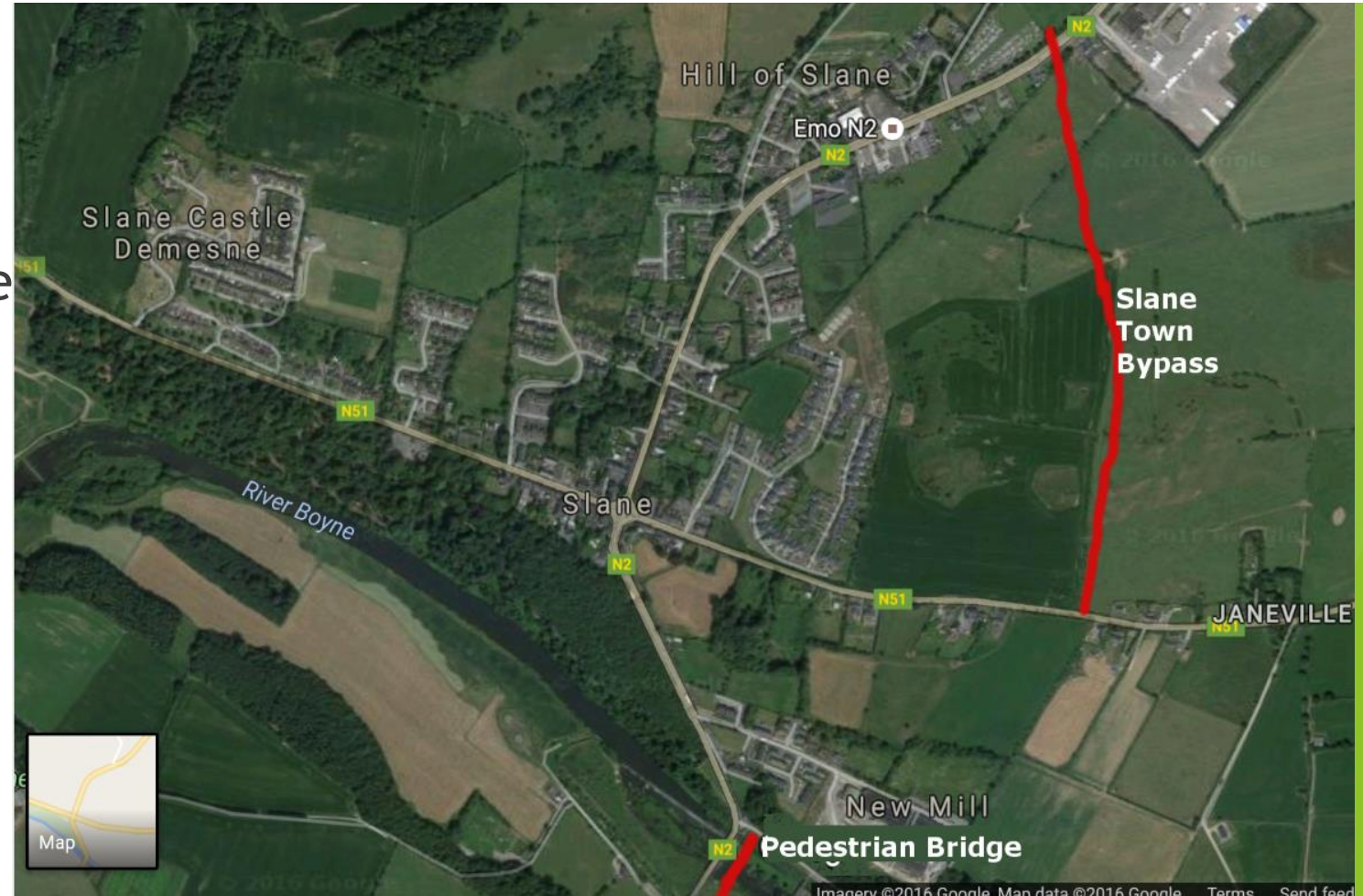
Travelling through Slane

From Ashbourne to Ardee

- ▶ N2 over current bridge
- ▶ Pedestrians now use new bridge
- ▶ Turn Right onto N51 then new bypass
- ▶ Bypass Town from N51 to N2 in Red

From Navan to Ardee

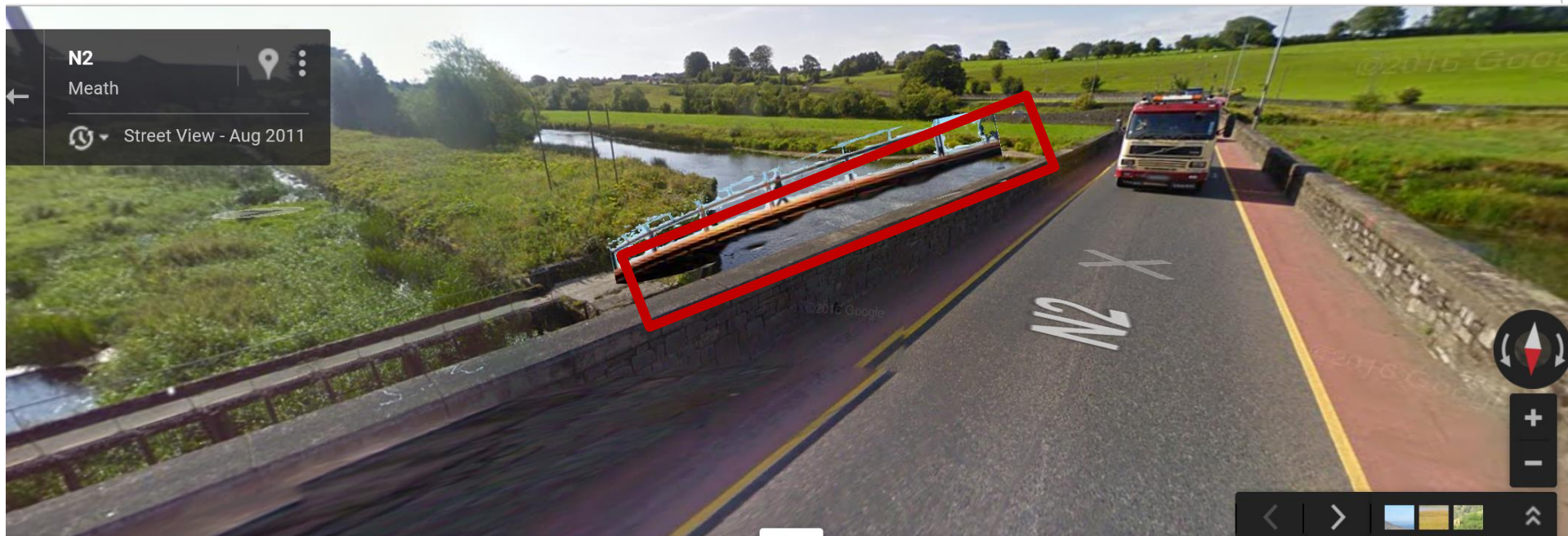
- ▶ N51 to new Bypass
- ▶ New Bypass from N51 to N2



**Bypass should be preceded with geophys survey to ensure route is archaeology free**

# Transport: Pedestrian Bridge at Slane?

- The N2 Bridge has no safe pedestrian footpath. But has footpaths before and after the bridge. A pedestrian bridge would not only provide local access but also link the town to the riverside park allowing Tourist to park and walk into town
- The HGV ban should remain and non-local traffic should be discouraged from using the N2 between Ashbourne and Ardee.
- Delivery traffic should use the M1 or M3 and the N51.



# Transport: The Challenge

- ▶ To build a Transport Strategy that is sustainable, that allows development but protects Ireland premier Archaeological landscapes
- ▶ To learn from the experience of the M3 to ensure we never repeat the same mistakes.

# Transport: The Choice

- ▶ To continue with piecemeal plans that will create future conflicts between our heritage and development
- ▶ To use this as a discussion document to create a sustainable strategy that allows heritage to be complimentary with development.

**To be the generation who choose to protect our heritage with sustainable planning**

**OR**

**To be the generation known for the destruction our heritage for no good reason**

# Transport: Solution Overview

- ▶ Move the Leinster Orbital North of Navan
- ▶ Move the Leinster Orbital to Kilcock allowing a rail link to be built in tandem with the road
- ▶ Use the Leinster Orbital to move the M3 from where it's embedded in Rath Lugh National Monument
- ▶ Upgrade the R125 to bring traffic from the N2 into the M3/Leinster Orbital removing traffic from Slane
- ▶ Add a new pedestrian bridge to the N2 bridge across the Boyne at Slane
- ▶ By-pass Slane village by linking the N51 to the N2

All major traffic will be funnelled away from the sensitive archaeology areas creating a protective green heart.

New roads and transport would support development with easy access to the markets in the North, South, Dublin.

New transport would support easy access to the Airport and Dublin port.



# Empowering Community: Proper Public Consultation

## On the M3, the Tara Skryne Community got it right!

### The disappearance of the Public Consultation Preferred Orange route

Thomas Hamill [Objector Bellinter Residents Association] said "the list of completed questionnaires supplied to the NRA showed a total of 319 but it did not include Mr. Magee's [Objector] completed questionnaire. He said there was a discrepancy of 26 from the figure of 293 given in the Route Selection Report."

Mr. Magee [Objector Meath Road Action Group] asked for proof of the residents being a major factor in the decision and Mr. Guthrie said the proof was in the conclusions of the report since they had selected the blue route in preference to the pink route."

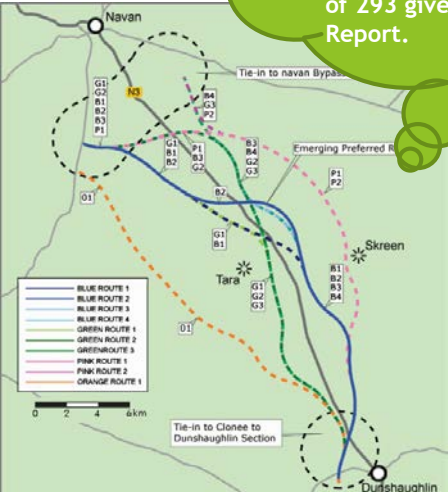
"Mr. Guthrie [Project Engineer for Council] replied it was a process of elimination, that the routes to the west of the N3 had slightly better characteristics but as these routes went through the Tara zone of influence, they were rejected on archaeological grounds which left them with groups that went east of the N3, the blue and pink routes."

But only the routes to the West of the N3 and East of Tara had this rating. The Orange route to the west of Tara was not through any zone of influence, this was carefully not mentioned and conveniently placed in the same basket as those that were too near to Tara. The severe negative rating of the Orange route for archaeological reasons was never explained in the Planning Bord's conclusion even as the Blue route was described as the "worst possible route" by all testifying archaeologists including NRA/Council Archaeologist!

Mary Begley, Tara referred "to the Council's response [on] their confirmation of the scheme being presented to the public as a dual carriageway with the decision to make it a motorway only coming after the EPR was arrived at."

Mr Hamill also stated "that it was also stated the preferences of those favoring Routes A or F were double any other option but said his analysis showed first preferences of A as 75, B as 9, C as 17, D as 7, E as 34 and F as 64. "

Making A (Orange route West of Tara) as most preferred first preference and F (Pink route East of Skryne) as second on first preferences. The central corridors, B and C (Green Routes East of the N3) and D and E (Blue routes west of N3) seem startlingly less popular



### Public First Choices!

74 - Orange Route A (West of Killmessan)

64 - Pink Route F (West of Skryne)

Blue Current M3 route were least preferred

7 - Blue Route D

34 - Blue Route E

### The disappearance of Public Consultation

Meath Council representative Mr Butler explained that there

"was no requirement in law for what had now developed as public consultation."

He further submitted on due process "that guidelines were guidelines and were not strictures or statutory requirements."

# Empowering Community: Proper Public Consultation

## Solution

Ensure Public Consultation has legal weight and must follow proper process rather than optional guidelines that can ignore the inconvenient facts.

## Why?

Issue 1: Public Consultation has no legal weight.

- Tara Skryne Preservation Society responded to the Public Consultation on Public consultation. The new guidelines can still be ignored, as they were in the case of the M3.
- TSPG believe that it is disrespectful to Irish citizens who put their efforts into responding to Consultations and attending Planning hearings for their views to have no legal weight.
- TSPG proposes that Public Consultation legally count as 20% of Final Decision.

Issue 2: Ignoring Facts and Processes

- Problem we're trying to solve: An Bord Pleanála identified Archaeology as a prime reason they approved the M3 blue route. Even after all archaeologists involved, Margaret Mc Gowan (For NRA/TII), Conor Newman and the Discovery Programme testified it was the worst possible route.
- TSPG believe an Independent arbitrator of facts and process is required. If the arbitrator finds that they have either misconstrued or ignored facts or corrupted processes, government agencies would be legally required to revise decisions and rerun processes with the correct facts.

## How?

- We have a document: Public Consultation - The 8 deadly tricks to Ignore the Irish Public.docx with remedies! ". You can download from dropbox. Note no need to join small link Download without login at bottom of Sign In box: <http://tinyurl.com/TSPG-PublicCon>
- We will approach other stakeholders in the Public Consultation and Government bodies to see how we can bring this issue forward.

# Empower Community: What Belongs in the Tara LCA and what doesn't?

\* All named people other than Angelina Jolie have connection to LCA

## OK

- ▶ Maeve's House - Born Skryne who's just got married and moved home
- ▶ Jimmy's son Matty's new small batch brewery
- ▶ Jimmy's shed and new milking parlour
- ▶ Ann's 3 new tourist cottages
- ▶ The new community centre
- ▶ The new school
- ▶ The new Auto-repair shop
- ▶ The new Garda station
- ▶ The new tourist venue carefully planned
- ▶ Small housing projects as part of the Local Community Plan
- ▶ Things in the Local Community Plan

## NOT OK

- ▶ The M3
- ▶ The Leinster Orbital
- ▶ Large T4 Service Stations
- ▶ Large Shopping Malls
- ▶ Large anything really ;)
- ▶ Angelina Jolie's Super Mansion with 5 tennis courts and 7 pools
- ▶ Large Factories
- ▶ Matty's small batch new Super Brewery when it takes off in an unexpected way. He moves it to development area 10 kms away. Sorry Matt but you're now super rich and can have a helicopter to get there
- ▶ Large House estates like in Ashbourne

Who should be making these decisions?

Archaeologists

Local Community

# Empower Community: Local Decision making in Tara LCA

## Solution

- Ensure the Community are involved with their own planning with Local Community Plans.

## Why?

- Tara Skryne Preservation Society is a broad church. It exists only because we are concerned that millennia of custodianship of Tara is being threatened.
- TSPG knows this threat does not come from the Tara LCA communities.
- Misinformation and fear campaigns highlight our differences.
- As one Meath Newspaper pointed out, “I’m an outsider” ;) Also helpfully that Meath County Council employees were incorrectly using the LCA to make life difficult for those who are simply trying to build their home.
- This is why TSPG believe that each LCA should be accompanied by a Local Community Plan that sets up a structure for community development. Developed by the Community who know their needs. This will supplement the Local development plans.
- For Large and External developments, the Council will use the LCA. For Locals, the LCP.

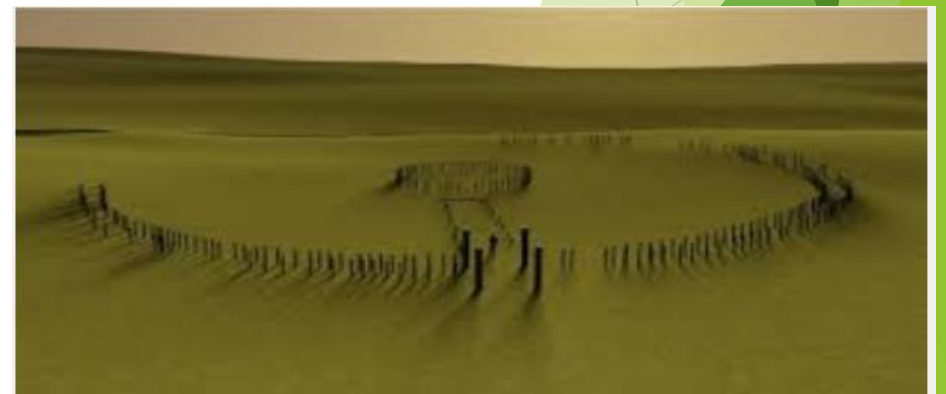
## How?

- TSPG will try to work with Community groups, providing them artefacts which allow them to make the decisions of how they feel their community should develop within the Landscape. We will then try to bring this to Council as a way forward.
- TSPG will not influence decisions. We have spent many years reading and respecting the views of the Meath Community with regards how their land and our heritage should be used and protected.
- Note this is a broad plan, it is to set community parameters and provide assurance for LCA residents.

# Empowering Community: Potential Tourism Benefits

- Meath Local Economic and Community Plan figures are just shocking. The premier heritage area of Ireland with 18% unemployment, many of which are of low education level has a mere 2.6% of its population working in Tourism.
- The figures from the 2011 Census. 3 years after the crash only 4,712 out of 184,135 population is employed in Tourism. Kerry is ahead even though it is difficult to get to and cannot attract weekend tourists.
- Kildare as a satellite of Dublin. But Meath should be able to attract the same. Why not?
- Meath has no easy Transport strategy that would allow IT Corporates with young workers that want to get to their Corporate events without the burden of a car.
- It begs to wonder why you would destroy Lismullen, when millions would come to see its remains within an interpretive centre which would push Meath past the day trip length.

Top 5 outside Dublin	Accommodation and food service activities (I)	Arts, entertainment and recreation (R)	Total
Kerry	5,483	883	6,366
Kildare	3,874	1,492	5,366
Donegal	3,838	927	4,765
Meath	3,460	1,252	4,712
Wexford	3,545	849	4,394



# Empowering Community: Meath in a nutshell

## Socio-Economic Facts of development

- Meath will always have a mixture of commuter and local business.
- Good well-placed Infrastructure is important for development.
- To attract businesses to Meath you have to not only have the economic model correct but also the social model.
- Properly place infrastructure will ensure Meath is ideally located with easy access to Dublin, Northern Ireland, Southern and Western Ireland and to international markets with Airport access.
- All economic factors being equal, the decision makers in a company, such as the CEO/CIO/CFO will pick the place that has the best quality of life for them and their families.
- Meath given its proximity to Dublin underutilises its quality of life potential to attract companies.
- Meath has the greatest concentration of history in Ireland. Yet Tourism doesn't even feature in its employment figures.
- Meath has the most potent brand in Ireland - Tara - the Valley of the High Kings. Yet uses it to little advantage in getting premium prices for its agricultural products.
- Rural style Weekend Breaks - Log fires, Transport and Bike Collection/Drop Off points, Cookery, Cycling, Walking etc. Given that Meath is less than one hour from Dublin Airport should support year round tourism. Combining a Landscape Conservation area with well organised weekend tourism for both Irish and Foreign tourists could be very lucrative for Meath.
- All of the above points were raised at the Tara Landscape Conservation consultations by the local ICA etc.
- It seems that the People of Meath are well aware of its potential but the will to implement a sustainable plan for Meath is not there.

# Empower Community: Development through Small Tourism

## Solution

- Small tourism and good planning can boost the tourist benefits to Meath

## Why?

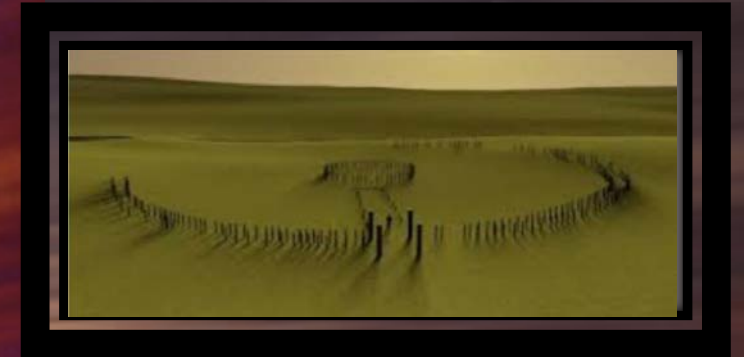
- Local People need jobs and Tara should bring benefits to the Community.

## How?

- Add a Transport Collection Zone, Bike Collection points and Small Tourism booth to new M3 Service Station on the way to Meath.
- Look at the barriers for people to enter the tourism market. Such as websites, booking services and see how Meath County Council can support small tourism through transport and a New Zealand like Insurance scheme that lowers entry cost.
- Work with Heritage Partners and Universities to create small tourism experiences that show parts of Tara's history which can easily housed for in existing farm buildings.
- Encourage local experiences such as Brown Bread and Tart making. It sound twee but many of those skills are lost and people enjoy them.
- Make Meath a good Weekend or Sunday afternoon trip even for Irish people.

# Appendix A: Small Tourism Booths

1. Small Room/Shed
2. LCD Televisions
3. Background projector, sound, smells
4. Hard drive allows to show different experiences dependent on audience or co-ordination around the Tara LCA.

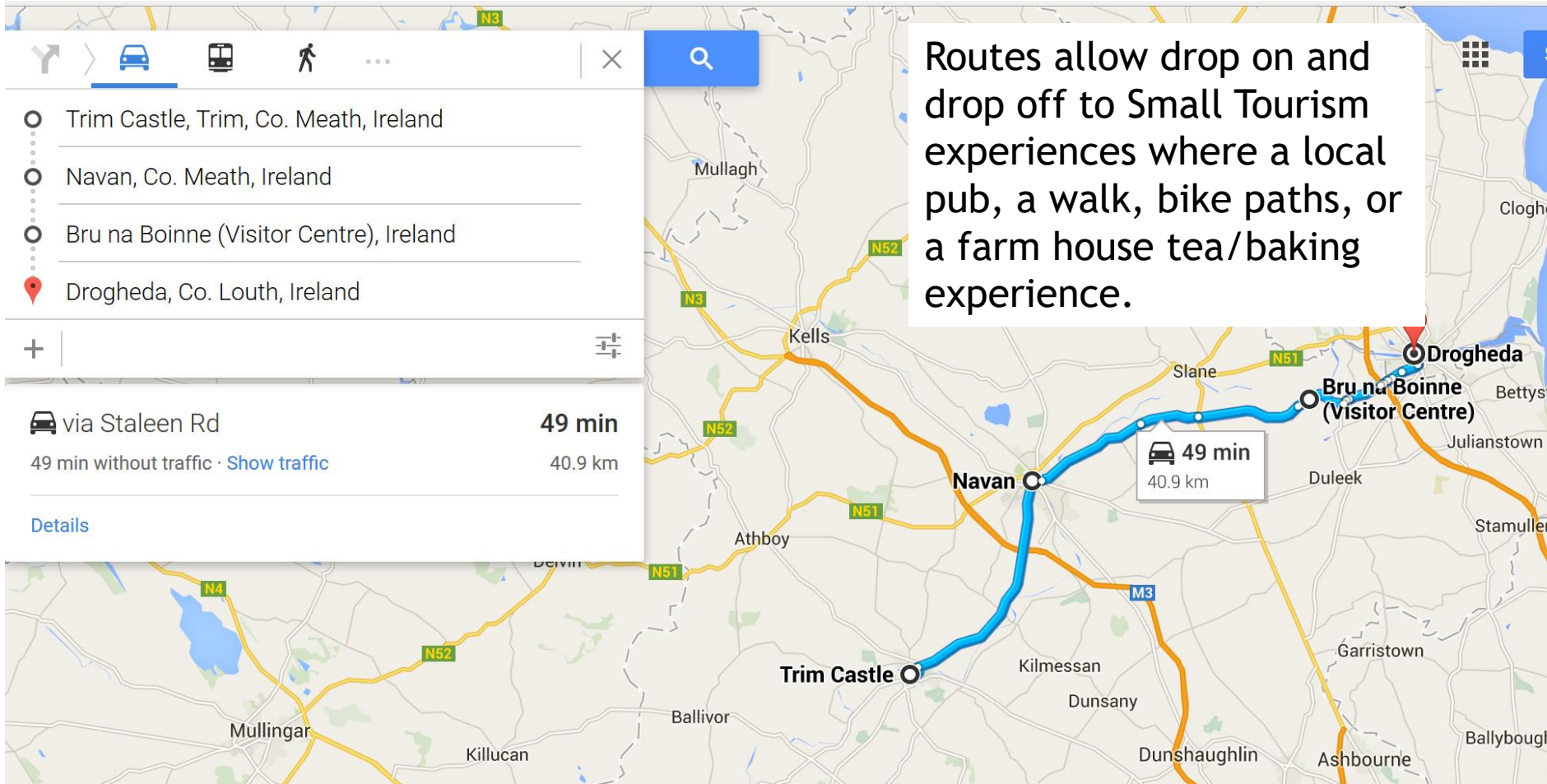


As we walked at dawn across the dew soaked landscape to Lismullen

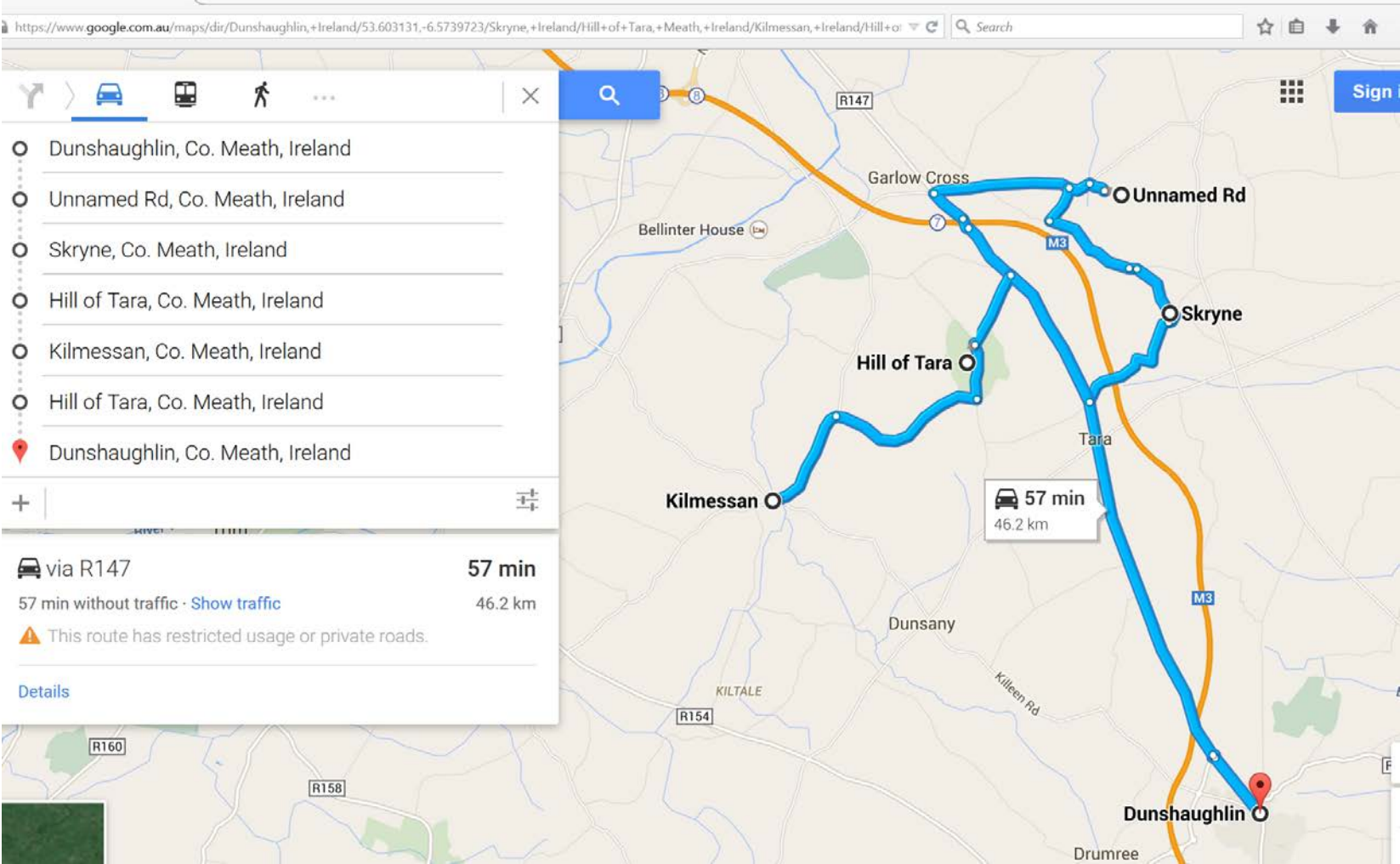




# Appendix B: Potential Tourism routes



# Appendix B: Potential Tourism routes



# Appendix B: Potential Tourism routes

The screenshot displays a Google Maps interface with a circular route highlighted in blue. The route starts at Navan, goes to Hill of Tara, then to Beaufort, Trim Castle, and back to Navan. The route is highlighted in blue. A sidebar on the left lists the stops. A summary box at the bottom left shows the route via R147, taking 1 h 3 min for 56.6 km.

**Route Stops (from sidebar):**

- Beaufort, Derrockstown, Dunshaughlin
- Hill of Tara, Co. Meath, Ireland
- Trim Castle, Maudlin Vale, Trim, Co. Meath, Ireland
- Navan, Dillonsland, Co. Meath, Ireland
- R147, Co. Meath, Ireland

**Route Summary:**

- via R147
- 1 h 3 min without traffic
- 56.6 km

**Map Labels:** Navan, Hill of Tara, Beaufort, Trim Castle, Rochford Manor, Tribley, Dunsany, Drumree, Dunshaughlin, Garlow Cross, Skryne, M3, R147, R161, R158, R156, R162, R153, R150, R125, R151, N2, R161, R158, R156, R162, R153, R150, R125, R151, N2, R161, R158, R156, R162, R153, R150, R125, R151, N2.

# Appendix B: Potential Tourism routes

