



1.53 Broadmeadow River (continued)

This is the easternmost point of the Local Area Plan Boundary. The bridge marks the boundary. Most of the lands visible in the images, **left**, occur within the flood plain and are precluded from development. The deep excavation, **see below**, of the riverbed to improve its capacity has left heaps of deposited gravel on the river bank. Time may further soften the crude intervention, and wildlife appears abundant in the area judging by the sight of two wading birds, seen in the photograph over the page; a grey heron, **left** and a little egret, **right**.





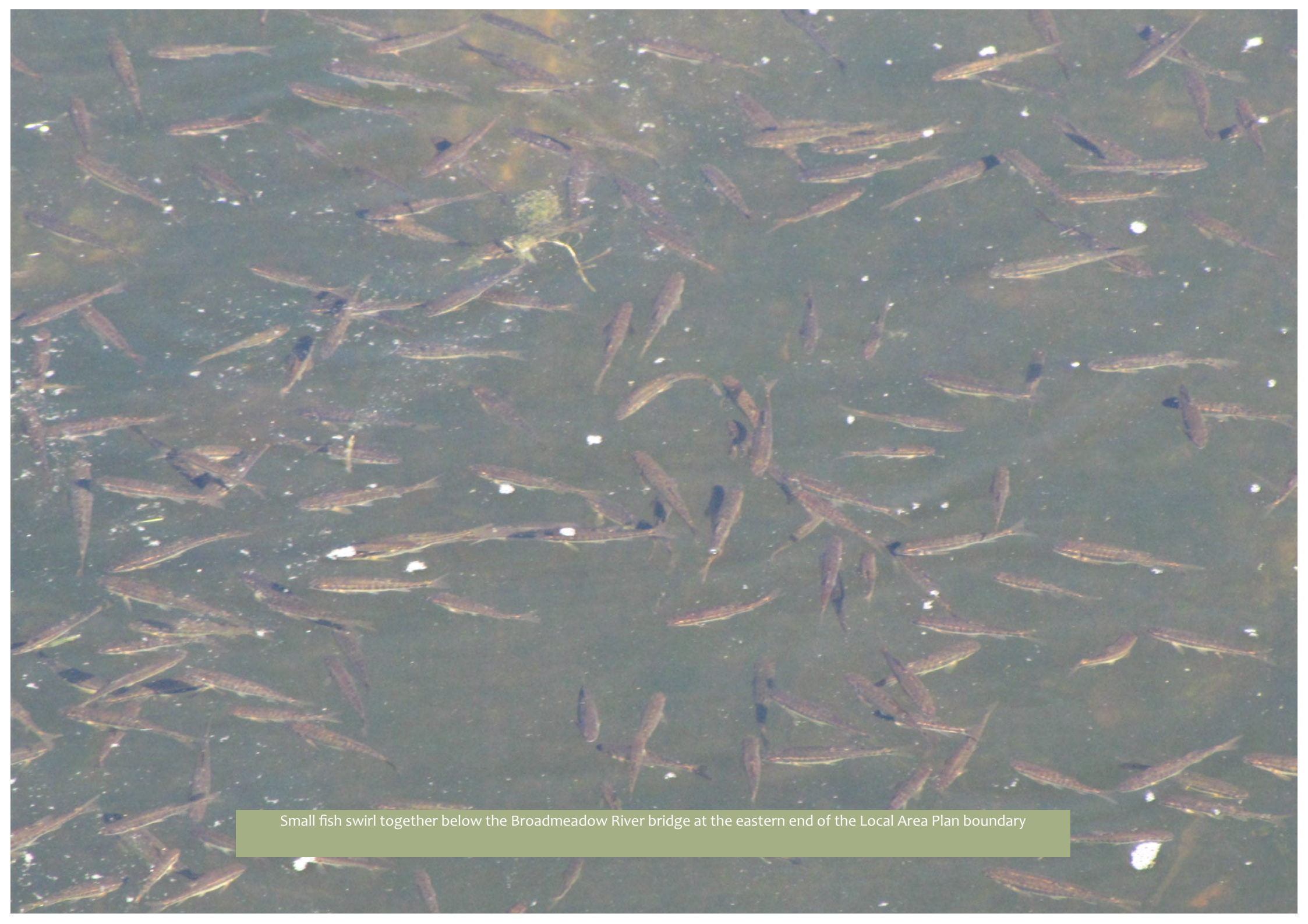
1.53A. Development Guidelines for Landscape Setting: Rural Countryside and Broadmeadow River

- The distinctive identity of Rowlestown is inseparable from its natural landscape and its historical development. This identity needs to be retained through development phases to maintain the character of place.
- A strategy for protection should be put in place, not only for the Architectural Conservation Area, but for the Immediate and surrounding landscape of Rowlestown, including tree and hedgerow protection orders.
- Management of the landscape should include further tree, shelter belt, screen and hedgerow planting to consolidate the existing landscape as development proceeds.
- An inventory of biodiversity and the landscape elements should be undertaken.
- Green corridors should be conserved.
- The potential for extending green corridors should be retained in the development strategy as a long term measure, to ensure that future growth does not cut off the village from its landscape setting.
- The quality and immediacy of the landscape within Rowlestown village suggests that future development should only be made at densities which take into account the fragility of balance between landscape and development.
- The River, from the old school as far as the eastern bridge is already an ecological corridor of great beauty and recreational interest. An accessible route along the River would give a significant new amenity to the village.
- Design approach should derive from a good understanding of the landscape within and around any development site. The design of the site should contribute positively towards the landscape heritage of the place.



The corridor of nature running through Rowlestown

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Small fish swirl together below the Broadmeadow River bridge at the eastern end of the Local Area Plan boundary

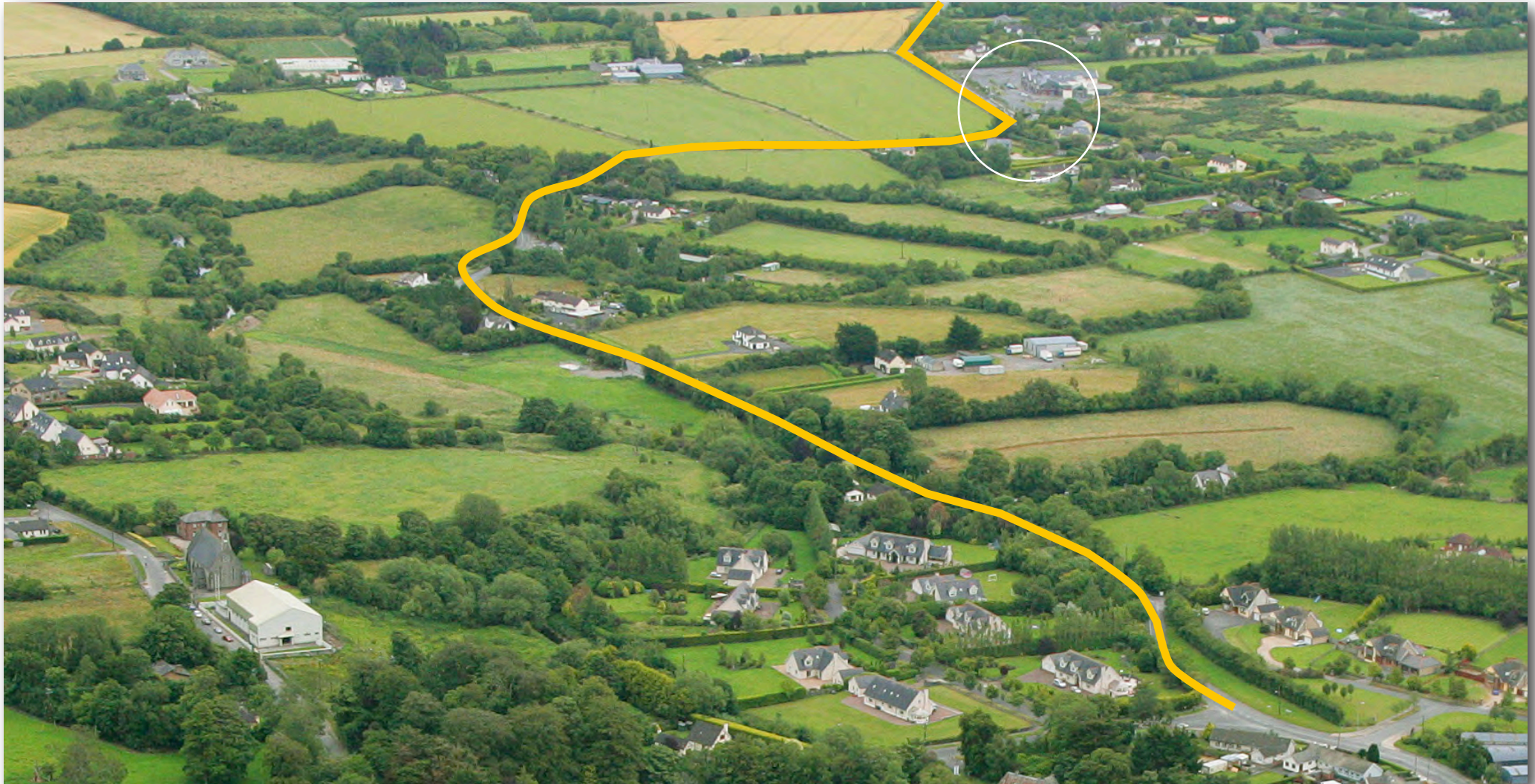
1.6 Entering the Village

1.61 Entrance from Swords and M1

This entrance is well announced because the village stretches out in a ribbon of development towards Swords. Arriving from that direction, the first landmark point, **circled in white**, is Kettles Country House Hotel with a small agglomeration of detached bungalows at

the start of Balcultry Road and Rath Road, followed by a zig-zag across the countryside, and a long run into the village proper underneath a canopy of trees. The landscape experience is eventful and interesting, but not enjoyable as the road is a busy regional road with heavy goods vehicles in prominence. It is uncomfortable for drivers, unpleasant for a pedestrian using the footpath along the road, and dangerous for a

cyclist, as drivers maintain a high speed into and through the village. With little likelihood of bypassing the village there is a strong case for limiting the size of trucks and imposing effective traffic calming measures to give some comfort to cyclists and pedestrians.



1.61 Entrance from Swords and M1, Cont'd

The village is a small event on a road to somewhere else for most of its users. It is fortunate that the characterful part of the village is delightfully free of the through traffic which uses this road, and can be kept that way. The images show a selection of views as the R125 approaches the junction at the centre which leads to the church, school and the community centre.

① Kettles Country House Hotel is a relatively new building and landmark, which happens before arrival at the village. With a gabled shopfront facade, set back some 20 metres, it is viewed across a car park and defended with gates; a conspicuous landmark along the road.

② Village scale cottages by the side of the road located on a series of bends.

③ Coming out of the bends, the canopy of a disused service station marks the position of the only local shop, at the time of survey, closed and for sale.

④ A long straight stretch under the trees opens out before the bend which leads up to the village 'centre' junction, with terraced cottages in the background.

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1.61A. Development Guidelines for Entrance from Swords and M1

- Examine the case for limiting size of trucks, and introduce effective traffic calming measures to reduce traffic speed and make pedestrian and cycle movement safer.
- Limit any further direct access onto the road.





1.62A. Development Guidance for Entrance from Ashbourne

- Examine the case for limiting size of trucks, and introduce effective traffic calming measures to reduce traffic speed and make pedestrian and cycle movement safer.
- Limit any further direct access onto the road.
- Examine the key junction off this road to village centre, ④, ⑤. to define it better as a 'place', a more pedestrian -friendly environment.



1.62 Entrance from Ashbourne Direction

This entrance is attractive and makes the transition from countryside into village in a pleasant way. The key junction from this direction is the crossroads where the Oldtown Road meets the R125, after which the road is free of junctions as far as the village centre.

It is the old National School which announces the village, with a small group of three recently built dormer bungalow scale detached houses on the opposite side.

① At the crossroads on R125, HGV making a right turn from Oldtown Road to Ashbourne.

② Just past the crossroads on R125, and heading towards Rowlestown; a very attractive, curving road with reduced visibility ahead, which should help to reduce traffic speed.

③ Old National School boundary wall, looking away from the village. A disused site and building with potential for active use and village amelioration.

④ Junction sign for the entrance to village centre and Rowlestown House, village church and new school, with entrance to new house and large agricultural sheds on horizon to the right.

⑤ Opposite the junction, a recent housing cluster is screened with a substantial green buffer to minimise the impact of the road.

There is no sense of a village arrival along the road. It is engineered as a regional road with little concession to the village environment it is passing through.

