

**Submission by Meath County Council to
An Bord Pleanála
DART+ West Project
ABP 314232-22**

September 2022

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Section 1 Introduction

Meath County Council welcomes the publication of the Railway Order for the DART+ West Project and the opportunity to comment on same. This submission focuses on Project Zone D Clonsilla Station/Junction to M3 Parkway Station which is approximately 7.5km in length. The project comprises of the electrification of the existing rail line by the addition of overhead line equipment (OHLE). Three substations are proposed to be constructed in Zone D – at Hansfield (in Fingal), at Dunboyne and the M3 Parkway stations in County Meath. An Auxiliary Supply Point (ASP) building is to be constructed adjacent to Dunboyne Station. A Signal equipment building (SEB), Principal Supply Point (PSP) and a 10 Kv MV substation with a customer switch room are proposed adjacent to the M3 Parkway station. The track is proposed to be lowered under Dunboyne Bridge for 215m to allow for the clearance required for electrification. Works may be necessary to the parapets at Dunboyne footbridge, Dunboyne station footbridge and at the M3 parkway footbridge, this will be discussed in detail in the body of the submission. Tracks north of the M3 Parkway will be adapted for use as sidings by extending the double track. Construction compounds are proposed to be accommodated in the car parks of Dunboyne and M3 parkway stations. This will be discussed in detail in the submission.

The Dart + West project will increase train services and passenger capacity at Dunboyne and M3 parkway stations. This Project and the Navan Rail Project are key objectives of Meath County Council, infrastructure providers and Government Agencies and are fully supported by the current Meath County Development Plan 2021-2027. It is essential that interactions between the rail line at the M3 Parkway and the future extension of this line to Navan are fully considered as part of this project.

Section 2 Location and Description of the Proposed Development

The proposed development will entail the '*electrification of the existing Great Southern & Western Railway (GSWR) and the Midland Great Western Railway (MGWR) rail lines from Dublin City Centre extending west of Maynooth town and to the M3 Parkway Station. The works extend across four administrative areas/local authority areas, including Dublin City, Fingal, Kildare and Meath County Councils.*'

Considering the overall scope of the proposed development, the Environmental Impact Assessment Report (EIAR) that accompanies the application, has set out six geographical zones for ease of location reference, they comprise;

- *Zone A - Loop Line Bridge to Phibsborough/Glasnevin and East Wall Junction*
- *Zone B - Spencer Dock Station to Glasnevin Junction*
- *Zone C - Glasnevin junction/Phibsborough to Clonsilla Station/Junction*
- *Zone D - Clonsilla Station/Junction to M3 Parkway Station*
- *Zone E - Clonsilla Station/Junction to Maynooth Station*

A general overview of the proposed development seeks to '*significantly increase rail capacity on the Maynooth & M3 Parkway lines. This will be achieved by changing from diesel powered trains to electrified, high-capacity DART trains and increasing the frequency of trains from 6 to 12 trains per hour per direction. Passenger capacity with increase from 5,000 in 2019 to 13,200 in 2025 passengers per hour per direction. The project will involve the electrification of approximately 40km of permanent way (railway line) from the Dublin City centre to west of Maynooth and to M3 Parkway Station and development of all associated supporting infrastructure.*'

The primary infrastructure elements of the proposed development include;

- *Electrification and re-signalling of the Maynooth and M3 Parkway lines (approximately 40 km in length).*
- *Capacity enhancements at Connolly Station (to include modifications to junctions and the station) to facilitate increased train and passenger numbers.*
- *Provision of a new Spencer Dock Station, which will better serve the north Docklands area and improve interchange with the Luas.*
- *Closure of level crossings and provision of replacement bridges where required.*
- *Construction of a new DART depot facility west of Maynooth to facilitate the maintenance and parking (stabling) of trains.*
- *Interventions at existing bridges over the rail line where there are insufficient clearances for the overhead electrification equipment.*
- *Substations, electrical buildings and all other civil and ancillary works as necessary to accommodate the project.'*

Section 3 Overview of County Meath

County Meath occupies a strategic location within the Eastern and Midlands Regional Assembly (EMRA) region. County Meath is uniquely positioned along the national motorway network with 4 national motorways radiating through the County. The County enjoys the benefit of strong transport links to the two largest cities on the Island, Dublin and Belfast. These routes provide strong connectivity between Meath and the rest of the State. Given this strategic location, the County has benefitted historically from nationally significant capital investment projects.

The investments mentioned, have greatly assisted Meath County Council to deliver the economic transformation, revitalisation and sustainable development of the County. However, there is a considerable deficit in the provision of public transport in the County which has resulted unsustainable levels of out bound car-based commuting. Further investment in significant public transport projects like the proposed development in tandem with smaller scale projects that can encourage walking and cycling will increase the modal share in the County for more sustainable transport modes and options.

To achieve sustainable growth, it is an objective of Meath County Council to create sustainable communities, that retain the attractiveness of the County as a place to live, visit and do business. Furthermore, as County Meath is part of EMRA, it will be required to meet the demands arising from additional population, increased economic activity, transition to a low carbon economy etc. The integration of land use planning and transport as means of delivering positive economic and social outcomes for all our citizens is strongly supported by MCC.

Dunboyne is a strategically important settlement in Meath. Located close to the border with Fingal, it is the only entire town in the county located in the Metropolitan Area of Dublin¹. The completion of the Dunboyne Transport Study (Transportation Study for Dunboyne and Environs) provides a platform for the implementation of an integrated Land Use and Transportation strategy for the future growth and development of this metropolitan area. The implementation of this plan in partnership with key stakeholders including the NTA is a priority for Meath County Council. This plan provides for sustainable transport measures including improved walking and cycling connectivity to the existing rail stations in tandem with the completion of the distributor road network in the town.

¹ Maynooth and Kilcock Environs located in County Meath

Section 4 Planning Policy Context

This policy section examined the principle of the proposed development against the pertinent national, regional and local level planning policy documents.

National Policy

Project Ireland 2040: National Planning Framework and National Development Plan

The National Planning Framework (NPF) 2018-2040 is the overarching planning framework in Ireland which is underpinned by the National Development Plan (NDP) 2021-2030. The primary purpose of these national policies is to guide development and investment in Ireland.

The NPF is the *Government's high-level strategic plan for shaping the future growth and development of our country out to the year 2040*. It is a requirement for these overarching policies to be considered at a regional and local level by taking account of the general context set out by the NPF. This consideration allows for decision-making to be properly aligned with planning, that can assist in achieving the ten National Strategic Outcomes (NSO) identified in the NPF. The proposed development particularly aligns with and supports the achievement of the identified NSO's mentioned below;



NSO 1 Compact Growth:

'Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.'



NSO 2 Enhanced Regional Accessibility:

'A co-priority is to enhance accessibility between key urban centres of population and their regions. This means ensuring that all regions and urban areas in the country have a high degree of accessibility to Dublin, as well as to each other.' In reference to Chapter 2, Section 2.4 of the supporting EIAR, it highlights the strategic need for the proposed development and the opportunity to increase capacity through the implementation of the proposed development in return transforming the existing Greater Dublin Area transport network.



NSO 4 Sustainable Mobility:

'in line with Ireland's Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.' This NSO recognises that in order to cater for the demands associated with longer term population and employment growth the following measures will be required;

- Deliver the key public transport objectives of the Transport Strategy for the Greater Dublin Area 2016-2035 by investing in projects such as New Metro Link, DART Expansion

Programme, Bus Connects in Dublin and key bus-based projects in the other cities and towns;

- *Provide public transport infrastructure and services to meet the needs of smaller towns, villages and rural areas; and*
- *Develop a comprehensive network of safe cycling routes in metropolitan areas to address travel needs and to provide similar facilities in towns and villages where appropriate.*



NSO 8 Transition to a Low Carbon and Climate Resilient Society:

The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework.

The required upgrades of Ireland's energy systems and transmission grids will move towards renewables-focused energy generation system to cater for future transport alternative to existing and future communities along the route and support a modal shift to help support a climate resilient low carbon economy. Chapter 2 the EIAR further states that proposed development will also facilitate multi-modal journeys through the improved integration with other modes including LUAS, proposed MetroLink, proposed BusConnects, proposed LUAS Finglas, the Royal Canal Greenway and other sustainable mobility infrastructure.

The National Development Plan 2018-2027 identifies strategic investment priorities which will underpin the successful implementation of the NPF. Strategic investment priorities include environmentally sustainable public transport. The NDP acknowledges that *'the expansion of attractive and sustainable public transport alternatives to private based car transport will reduce congestion and emissions and enable the transport sector to cater in an environmentally sustainable way for the demands associated with longer term population and employment growth envisaged under the NPF. Furthermore, the provision of safe alternative active travel options such as segregated cycling and walking facilities can also help alleviate congestion and meet climate action objectives by providing viable alternatives and connectivity with existing public transport infrastructure.'*

The DART Expansion Programme is supported by the NDP and is a series of projects that will create a full metropolitan area DART network for Dublin with all of the lines linked and connected. The provision of fast, high-frequency electrified services to Maynooth on the Maynooth/Sligo Line is part of this programme.

In summary, the project is compliant with the NPF and the NDP.

Regional Policy

Eastern & Midland Regional Assembly: Regional Spatial & Economic Strategy

The Regional Spatial and Economic Strategy (RSES) sets out the strategic regional development framework for the Eastern and Midland Region (EMR). The primary aim of the RSES is to implement the NPF at the regional tier of Government and to support the national policies identified to assist in achieving balanced regional development. The overarching vision of the RSES aims; *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.*

The RSES builds on the foundations of government policy in Project Ireland 2040. It seeks to determine at a regional scale how best to achieve the shared goals set out in the NSO's of the NPF and sets out sixteen Regional Strategic Outcomes (RSO) which set the framework for city and county development plans. The Planning Department considers the following RSO's are directly supportive of the proposed development.

- **Sustainable Settlement Patterns:** *Better manage the sustainable and compact growth of Dublin as a city of international scale and develop Athlone, Dundalk, Drogheda and a number of key complementary growth settlements of sufficient scale to be drivers of regional growth. (NSO 1, 7, 10)*
- **Compact Growth and Urban Regeneration:** *Promote the regeneration of our cities, towns and villages by making better use of under-used land and buildings within the existing built-up urban footprint and to drive the delivery of quality housing and employment choice for the Region's citizens. (NSO 1)*
- **Healthy Communities:** *Protect and enhance the quality of our built and natural environment to support active lifestyles including walking and cycling, ensure clean air and water for all and quality healthcare and services that support human health. (NSO 10)*
- **Integrated Transport and Land Use:** *Promote best use of Transport Infrastructure, existing and planned, and promote sustainable and active modes of travel to ensure the proper integration of transportation and land use planning. (NSO 2, 6, 8,9)*
- **Support the Transition to Low Carbon and Clean Energy:** *Pursue climate mitigation in line with global and national targets and harness the potential for a more distributed renewables-focussed energy system to support the transition to a low carbon economy by 2050. (NSO 8, 9)*
- **A Strong Economy Supported by Enterprise and Innovation:** *To build a resilient economic base and promote innovation and entrepreneurship ecosystems that support smart specialisation, cluster development and sustained economic growth. (NSO 5,10)*

The RSES provides a series of Regional Policy Objectives (RPO), the following are considered supportive to the proposed development;

RPO 4.33: *Support the continued development of Maynooth, co-ordinated with the delivery of strategic infrastructure including pedestrian and cycle linkages within the town and to the Royal Canal Greenway, DART expansion and road linkages forming part of the Maynooth Outer Orbital Route in a manner which supports future development and population growth and builds on synergies with Maynooth University promoting a knowledge-based economy.*

RPO 4.34: *Support Maynooth as a key town to act as an economic driver for north Kildare and provide for strategic employment at key locations to improve the economic base of the town and provide for an increased number of local jobs.*

RPO 4.35: *A cross boundary Joint Local Area Plan (LAP) shall be prepared by Kildare County Council and Meath County Council to provide a co-ordinated planning framework for the Maynooth area. The Joint LAP shall identify a boundary for the plan area, strategic housing and employment development areas and infrastructure investment requirements and promote greater co-ordination and sequential delivery of serviced lands for development.*

RPO 5.2: *Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned.*

RPO 5.3: *Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of*

active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.

RPO 8.8: *The RSES supports delivery of the rail projects set out in Table 8.2, subject to the outcome of appropriate environmental assessment and the planning process. These projects include:*

- *Re-appraisal of the extension of the Dunboyne/M3 Parkway line to Navan during the Mid Term Review of the GDA Transport Strategy;*
- *Dart expansion Programme - new infrastructure and electrification of existing lines, including provision of electrified services to Drogheda, Maynooth and M3 Parkway on the Maynooth/Sligo Line.*

The proposed development is considered fully compliant with the identified RSO's and RPO's outlined above.

Local Policy

Meath County Development Plan, 2021-2027

The Meath County Development Plan (CDP) is the most important corporate document produced by MCC and sets out its priorities over a six-year timeframe.

The CDP for the period 2021-2027 came into effect on the 3rd November 2021.

The Meath County Development Plan is accessible from the following link: [Meath Adopted County Development Plan | Meath County Council Online Consultation Portal](#)

The core strategy vision of the CDP seeks;

'To continue to support the creation of socio-economically progressive vibrant, dynamic, and healthy communities throughout the County and ensure that future growth is based on the principles of sustainable development that delivers a high-quality living and working environment that meets the needs of all residents, in accordance with National and Regional Guidance.'

Relevant Core Strategy Objectives Include:

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.'*

CS OBJ 12 *'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.'*

CS OBJ 13 *'Support the implementation of the National Climate Change Strategy and the National Climate Change Adaption Framework Building Resilience to Climate Change 2012 through the County Development Plan and through the preparation of a Climate Change Adaptation Plan in conjunction with all relevant stakeholders.'*

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.'*

CS OBJ 17 *'To work closely with government departments and agencies to assist in the delivery of critical infrastructure that would facilitate the economic growth of the county with particular reference to the development of the rail to Navan.'*

The Core Strategy of the CDP references Dunboyne as a Self-Sustaining Growth Town and is broadly described as a town with *'a moderate level of jobs and services – includes subcounty market and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.'*

Dunboyne is located along the North-West Strategic Residential and Employment Corridor as set out in the Dublin Metropolitan Area Strategic Plan (MASP). It is a strategically located multi-modal settlement that has traditionally benefitted from substantial investment in road and rail infrastructure. The primary focus of future growth in the Metropolitan Area of Meath will be in Dunboyne and Maynooth.

The Dublin MASP has identified the potential for the Strategic Development Areas in Dunboyne to deliver significant residential and economic/employment generating development. It is a vision of the CDP that the development of these lands will create a sustainable live-work community where people can enjoy a balanced and healthy lifestyle in an attractive environment.

Chapter 4 Economy and Employment

The Economic Development Strategy for County Meath 2014-2022 sets out evidence-based measures aimed at accelerating the economic transformation, revitalisation and sustainable development of the County. The strategy identified key strategic sites for employment generation in County Meath for the promotion of economic growth locally. The lands at Dunboyne North (Lands adjacent to the M3 Parkway Rail Head) were identified as a strategic site in the economic strategy and are similarly identified in the CDP 2021-2027. The strategy is currently being reviewed.

ED POL 3 *'To encourage the provision of 'live work' communities, in which employment, residency and sustainable transport facilities are located in close proximity to each other, to reduce long-distance commuter trends and congestion'*

ED OBJ 1 *'To address the rate of out bound commuting, the highest of any County in the State, with the provision of 'live work' communities in strategic settlements served by sustainable transport, thereby improving quality of life, encouraging volunteerism and community engagement.'*

ED OBJ 2 *'To continue to promote Meath as a strategically located economic and employment hub within the Greater Dublin Area.'*

ED OBJ 10 *'In accordance with RPO 4.33 of the Regional Spatial and Economic Strategy, to support the continued development of Maynooth, co-ordinated with the delivery of strategic infrastructure including pedestrian and cycle linkages within the town and to the Royal Canal Greenway, DART expansion and road linkages forming part of the Maynooth Outer Orbital Route in a manner which supports future development and population growth and builds on synergies with Maynooth University promoting a knowledge-based economy.'*

Section 4.7.1.1 sets out the Council's priorities for Dunboyne and states as follows:

'It remains a priority for the Council to deliver on the very significant potential presented by the lands adjacent to the M3 Parkway in Dunboyne North as one of the five key strategic employment sites identified within the Economic Development Strategy for County Meath. The area is intended for high technology employment opportunities mixed with other complementary and supporting land uses such

as residential and community built on the sustainable community model. The Council remains fully committed to the delivery of a vibrant 'live work' community at this location in accordance with the RSES. Having regard to the limited area of land in County Meath located within the Metropolitan area of Dublin it is critical that these lands are prioritised for services and infrastructure in order to deliver the planned quantum of mixed-use development as set out in the RSES. Furthermore, development of these lands would build on the significant public financial investment already made in the area to create a public transport interchange and is intended to reduce the significant out bound commuter rate of 77% in this area². This area is identified as one with the potential to accommodate increased building height, (Refer to Chapter 11 Development Management Standards and Land Use Zoning Objectives). It is also noted that there is the opportunity to complete the implementation of the Transportation Study for Dunboyne and Environs, as noted in Section 4.0 of the Dunboyne & Clonee Written Statement, in Volume 2 of this Development Plan. '

Chapter 5 Movement Strategy

Vision:

'To support and facilitate the integration of land use with transportation infrastructure, through the development of sustainable compact settlements which are well served by public transport, in line with the guiding principles outlined in RPO 8.1 of the EMRA RSES 2019-2031.'

MOV POL 3: *'To promote sustainable land use planning measures which facilitate transportation efficiency, economic returns on transport investment, minimisation of environmental impacts and a general shift towards the greater use of public transportation throughout the County.'*

MOV POL 5: *To support the extension of the rail network in the County and to actively and strongly pursue a rail line from Dunboyne/M3 Parkway to Navan subject to proper planning and environmental considerations.*

MOV POL 6: *To actively pursue, in conjunction with Irish Rail and the NTA, the re-appraisal of the extension of the Dunboyne/M3 Parkway line to Navan during the Midterm review of the GDA Transport Strategy in accordance with the precepts of the RSES.*

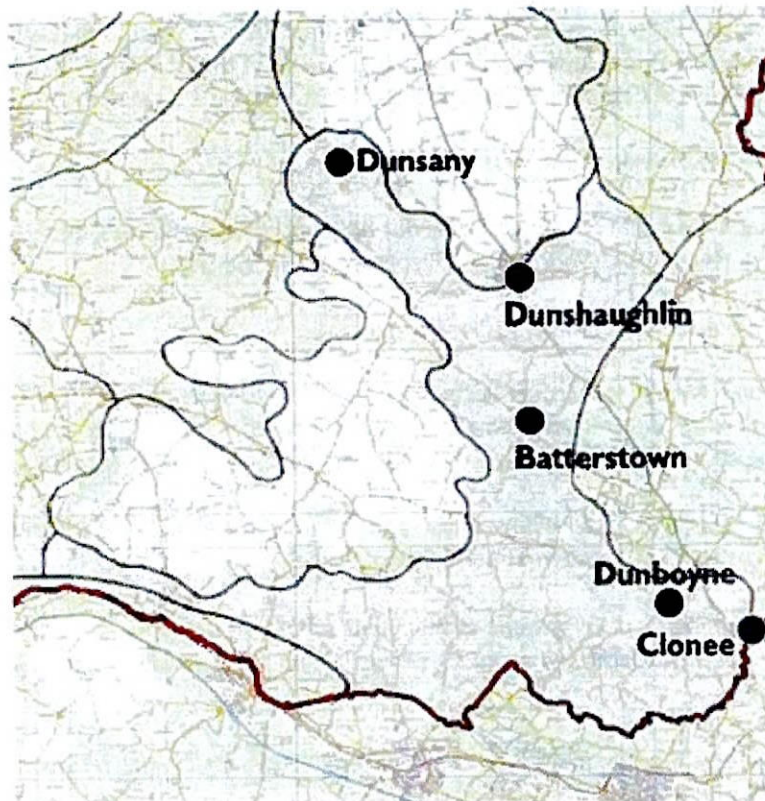
MOV POL 7: *To support the reappraisal and thereafter, promote, facilitate and advance the Dunboyne /M3 Parkway line to Navan railway line project and associated rail services in cooperation with other relevant agencies.*

MOV POL 11: *To facilitate in conjunction with relevant statutory agencies alternative transport modes to the private car, including enhanced delivery of public transport services along regional corridors (as defined in the NTA's Transport Strategy for the Greater Dublin Area 2016-2035); frequent local bus services linking residential areas to District Centres and Town Centres, and which also serve shopping areas, employment areas and other activity centres, and connecting to key transport interchange points.*

MOV OBJ 4: *To improve, in conjunction with the NTA and Irish Rail, facilities at existing stations.*

MOV OBJ 5: *(a) To protect and safeguard the detailed designed alignment of Phase II of the Navan rail route and surrounding lands (including identified station locations), as illustrated on Map Series No. 5.1 in Volume 3, free from development and any encroachment by inappropriate uses which could compromise its future development as a rail facility, prior to the reappraisal of the project as part of Mid Term Review of the GDA Transport Strategy in accordance with the precepts of the RSES. (b) As part of the future planning of the Dunboyne/M3 Parkway line to Navan, the possibility of a spur serving Ashbourne and Ratoath should be explored subject to compliance with national policy and the Railway Order.*

Landscape and Heritage



LCA 11 South East Lowlands

Dunboyne is located within LCA 11 south east lowlands in the Meath Landscape Character Assessment, Appendix 5 of the CDP refers.

The following are the characteristics of this LCA:

- Landscape Value: Very high
- Landscape Sensitivity: Medium
- Landscape Importance: Regional

Appendix 10 of the CDP contains Protected Views and Prospects, none of which are relevant to the proposed development.

The centre of Dunboyne is designated as an Architectural Conservation Area, a character statement for the ACA is available from the following link: [Dunboyne Architectural Conservation Area Character Statement.pdf \(meath.ie\)](https://meath.ie/Dunboyne-Architectural-Conservation-Area-Character-Statement.pdf)

There are no Special Amenity Area Orders in County Meath relevant to the proposed development.

There are no Tree Preservation Orders affected by the proposed development.

There are no protected structures affected by the proposed development.

There are no SPA, SAC or NHA designated sites within or in proximity to the proposed development. The Planning Authority notes that the application is accompanied by an NIS and that an Bord Pleanála are the competent authority in this regard.

Dunboyne station and its environs are located within Flood Zone C. The M3 parkway station and car park are also located in Flood Zone C, to the south and east of the parkway the lands are located in Flood zones A and B. Please refer to Volume 4 of the CDP to view the Strategic Flood Risk Assessment.

Volume 2 Written Statement Dunboyne, Clonee, Pace

It is intended that a detailed Local Area Plan (LAP) for Dunboyne/Clonee will be prepared during the life of the current Meath CDP. Work has yet to commence on the LAP.

The CDP outlines a vision for Dunboyne/Clonee that seeks;

'For Dunboyne and Clonee to become recognised as a location of choice for investment by local, national, and international enterprises which would form the basis of the creation of compact, attractive, sustainable communities based on the principles of the 'live work' community model.'

The policies and objectives listed below are in addition to the existing CDP Policies and Objectives included in the Written Statement in Volume One of the CDP.

DCE POL 1 *'To support the development of Dunboyne and Clonee as an enterprise and employment hub that will be complemented by a compact, attractive, and sustainable residential community and urban environment'*

DCE OBJ 5: *'To prioritise the delivery of residential development on the residentially zoned lands adjacent to Dunboyne Rail Station and Dunboyne North.'*

DCE OBJ 7: *'To continue to support and facilitate the development of the Dunboyne-Clonee area as a hub for employment and economic investment in County Meath and the Dublin Metropolitan Area.'*

DCE OBJ 9: *To facilitate the preparation of a Master Plan at:*
 - MP22 Lands at Dunboyne North

DCE OBJ 15: *To facilitate the development of a pedestrian link over the M3 to support the development of employment lands to the north of Dunboyne.*

Section 7 addresses Master Plans:

Master Plan 22

Dunboyne North – mixed use lands consisting of employment, residential and commercial lands adjacent to the M3 Parkway Park and Ride facility. No Master Plan has been agreed for these lands.

The requirements of this Master Plan are as follows:

To require the preparation of a Master Plan for Dunboyne North centred around the M3 Parkway public transport hub which shall provide for the creation of a 'live work' community at Dunboyne North. This model shall comprise a balanced mix of complimentary land uses including science park/high technology, logistics, warehousing, neighbourhood retail centre, education (including third level) and residential based on an integrated sustainable "live work" community.

The Master Plan shall be agreed in writing with the Executive of the Planning Authority and shall address land use, transportation, connectivity, urban design, recreation, environmental impacts including flood risk, phasing and implementation issues to the satisfaction of the Executive of the Planning Authority.

The Master Plan shall provide the overall unifying vision and goals for the delivery of the following land uses:

- i. Employment, education (including third level), residential, commercial, and open space/amenity. In regard to the residential element of the Master Plan, it shall be a requirement that proposals for the provision of a maximum of 500 residential units in a range of densities to support the delivery of a sustainable "live work" community-based model.*
- ii. High end office-based employment which shall be at a level commensurate with its location and proximate to a multi-modal public transport interchange. Strategic employment use predominantly led by a Science Park for Innovation & Research and Educational Facilities or similar high end "E1" office-based uses.*
- iii. A pedestrian and cycle route over the M3 Motorway to lands to the east subject to the agreement of Transport Infrastructure Ireland.*
- iv. A Linear Park which shall be integrated with future development of the entire corridor area and based on the precepts of the green infrastructure guidance as contained in the RSES 2019-2031.*

The Master Plan shall address the following:

- i. Phasing proposals setting out how the development of the Master Plan will be progressed including the mix of uses and physical and social infrastructure to be delivered in each phase. Phase one of any development of these lands shall be required to comprise of the submission of a planning application for an agreed quantum of employment uses.*
- ii. An overall design concept for the lands.*
- iii. Guidance for high quality design throughout the development*
- iv. Building heights and densities.*
- v. A landscape plan inclusive of the Linear Park for the development and landscape management plan (post-completion of the development).*
- vi. Flood Risk Assessment which takes account of the most up to date CFRAM data*

A Transport Assessment shall be prepared which addresses the following issues:

- i. Access arrangements to the Master Plan lands.*
- ii. Provision of safe cycle ways and pedestrian routes throughout the Master Plan lands connecting to the town centre.*
- iii. Provision and access for service vehicles to the lands.*

The Master Plan shall be agreed in writing with the Executive of the Planning Authority in advance of any planning application relating to the development of these lands being lodged.

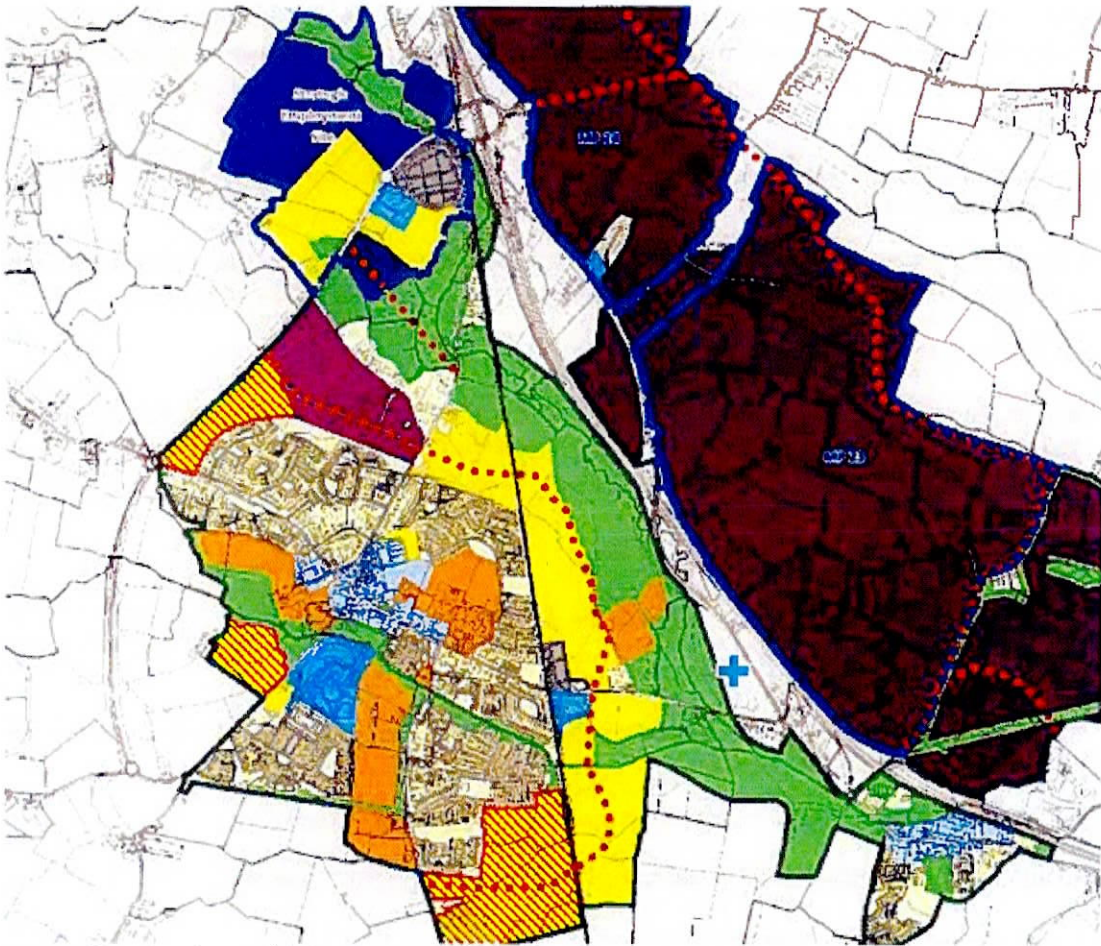
The following high-level strategic principles shall apply:

- The objectives of the Economic Development Strategy for County Meath, including the development of Dunboyne as a "live work" community and one of 5 strategic sites for the County;*

- *The need to provide an adequate supply of housing and other infrastructure to serve the projected growth in the Metropolitan Area;*
- *The proximity of the lands in question to transport infrastructure, including a railway station;*
- *The recommendations of the Transport Study for Dunboyne and Environs (Aecom Transport Consultants)'*

Preparation of this master plan is currently ongoing.

Land Use Zoning



Extract from Dunboyne land use zoning objectives map

Dunboyne and the M3 Parkway train stations have the following land use zoning objective:

TU Transport and Utility Infrastructure

Objective: 'To provide for essential transport and public utilities and infrastructure including rail stations, park and ride facilities, water and waste water infrastructure, electricity, gas, and telecommunications infrastructure.'

Guidance

'These lands have been identified to provide for essential public infrastructure. The nature of these facilities is such that the use of the lands is dedicated to the provision and maintenance of this infrastructure. It is acknowledged however that there are instances where additional uses may be appropriate. This would primarily relate to rail stations and park and ride facilities close to or within town centres where additional commercial uses may be acceptable. Applications for a commercial/mixed use on such lands will be assessed on a case by case basis and will be required to demonstrate that such a use would be compatible to the location and would not undermine the primary use of the land which is to provide essential infrastructure and services.'

The lands south of the Dunboyne /Clonee development boundary to the Meath/Fingal county boundary have the following land use zoning objective: Rural Area, RA.

RA Rural Areas

'Objective: To protect and promote in a balanced way, the development of agriculture, forestry and sustainable rural-related enterprise, community facilities, biodiversity, the rural landscape, and the built and cultural heritage.'

Guidance

The primary objective is to protect and promote the value and future sustainability of rural areas. Agriculture, forestry, tourism and rural related resource enterprises will be employed for the benefit of the local and wider population. A balanced approach involving the protection and promotion of rural biodiversity, promotion of the integrity of the landscape, and enhancement of the built and cultural heritage will be adopted.

Permitted Uses

Agriculture, Agricultural Buildings, Agri-Tourism, Boarding Kennels (Where the use is ancillary to the use of the dwelling as a main residence), Burial Grounds, Extractive Industry/Quarrying, Equestrian, Farm Shop (Only where the bulk of the produce is produced on the farm), Forestry related activities, Horticulture, Caravan and Camping Park (No static mobile homes or permanent structure unless ancillary to the operation of the campsite shall be permitted), Golf Course, Open Space, Research and Development (Rural related research and development only), Residential (Subject to compliance with the Rural Settlement Strategy), Restaurant/Café (Only where ancillary to tourism uses or conversion of protected or vernacular structures), Sustainable Energy Installations, Utility Structures.

Open for Consideration Uses

Community Facility, Cultural Facility, Education, Garden Centre, Micro Businesses (Refer to the Economic Chapter), Playing Fields, Recreational Facility, Sports Club, Telecommunication Structures, Workshop (only where ancillary to an existing dwelling where it is demonstrated that the proposed activity is carried out by a resident of the dwelling, with no visiting members of the public), Veterinary Clinic.'

Dunboyne and Environs Transportation Study (2018)

This document sets out a list of actions intended to deliver sustainable transport measures including improving accessibility to the Rail Stations at M3 Parkway and Dunboyne. The implementation of this document is supported by the CDP, Volume two, DCE OBJ 22 states as follows:

'To support and facilitate the delivery of the transport infrastructure and measures set out in the Dunboyne and Environs Transportation Study.'

Local Community Development Committees & Local Economic and Community Plan

The Meath Local Community Development Committee (LCDC) was established in 2014 to develop, coordinate and implement a coherent and integrated approach to local and community development. One of the primary functions of the LCDCs is to develop, implement and monitor a six-year Local

Economic and Community Plan (LECP) for the Local Authority administrative area. Central to the Meath LECP 2016-2021 is the understanding that economic, local and community development is mutually supportive in building sustainable communities with strong local economies. The purpose of the LECP is therefore to identify objectives and implement actions to strengthen and develop both the economic and community dimensions of the County over a six-year period.

The Plan is based on and seeks to progress the following values:

- Community;
- Community development;
- Equality and Human Rights;
- Sustainability;
- Sense of Place;
- Partnership.

The Development Plan and the Local Economic and Community Plan effectively operate along parallel and supportive lines. The LECP provides a supporting framework for economic and local community development of Meath, whereas the County Development Plan provides an overarching strategy and statutory policy support for the proper planning and sustainable development of the County at a spatial level. Consequently, the statutory policies and objectives of the County Development Plan must be complementary to and consistent with the high-level goals and objectives of the LECP.

The LECP sets out five goals:

- To promote and secure the wellbeing of all people and communities in the County.
- To stimulate and support a dynamic competitive economy to best meet the needs and aspirations of the people and communities in the County.
- To build and enable the resilience of all people and communities in the County.
- To stimulate and empower a flourishing for all people and communities in the County.
- To develop and implement ongoing renewal in public sector bodies that addresses how they fulfil their mandates and work with other stakeholders.

The review of the Meath LECP is currently ongoing.

In conclusion, the proposed development is a critical strategic transport project that will greatly assist in promoting a modal shift towards public transport modes with lower energy consumption for all adjoining administrative areas. In addition, the concept, principles and design of the proposed development are considered to be fully compliant with the pertinent planning policy documents outlined in this section.

Section 5 Planning History

Planning Ref.	Address	Description	Status	Expiry	Appeal
212395	Mill Farm Cottage, Station Road, Dunboyne, Co. Meath	the demolition of an existing single storey cottage including partially demolished ancillary structures	05/04/22	04/04/27	
PP4912	Lands West of M3 Parkway, Dunboyne, Co Meath	3no. Office Blocks/Carparking/Landscaping	Pre-App 03/03/22		
PP7790	South of M3 Parkway	Proposed Large Scale Residential Development (c.789 units)	Pre-App 14/10/21		
RA180561 ABP-304842	Site South of Station Road, Dunboyne, Co. Meath	the construction of 83 no. dwellings and a creche on a site area of 2.6ha. The proposed development consists of the construction of 10 no. 1, 2 & 3 bed apartments in a 3-storey building, 16 no. 2 & 3 bed duplex units in 2 no. 3 storey blocks and 57 no. 2, 3 & 4 bedroom, 2 & 3 storey detached, semi-detached and terraced houses. The proposed development also provides for a single storey creche (117m ²), open spaces, landscaping, car parking and all associated site development works. Access to the development will be via a newly constructed access road, directly off Station Road and associated upgrade works, including provision of new bus stop, along the boundary of the site with Station Road. Significant further information/revised plans submitted on this application	25/07/19	24/07/24	Decision Modified 24/09/19
RA190331	M3 Parkway Railway Station, Dunboyne, Co Meath	the conversion of the existing station building to use as staff accommodation for Iarnród Éireann. The building's interior will be subdivided to provide offices, canteen, toilet and shower facility, locker rooms and storage. Construction of a new open-plan workshop and storage facility complete with loading bay, workstations and external company logo. External storage facility. Parking for company vehicles. The total works involved cover an area of approx. 512m ² of plan area, and approx. 75 linear meters of street frontage.	04/07/19	03/07/24	
PP7556	M3 Parkway Railway Station, Dunboyne, Co Meath	Relocation of Connolly West Signal, Electrical & Telecoms facility from Connolly Station to M3 Parkway Station within a remodeled Station Building with Extension.	Pre-App 12/09/18		

Planning Ref.	Address	Description	Status	Expiry	Appeal
PP4467	Station Road, Dunboyne, Co. Meath	Small Residential Mixed-Use Scheme	Pre-App 11/11/14		

Planning History Summary

The lands surrounding the M3 Parkway and Dunboyne Station are subject to significant residential and mixed-use development. There are a number of Large-scale Residential Developments (LRD) currently at the pre-app stage of planning with the Planning Department.

Planning Enforcement

There are no recorded planning enforcements within the boundary or immediate area of the identified site locations along the rail line from Dunboyne to M3 Parkway.

Section 6 Development Assessment

This section focuses on what are considered by the Planning Authority as the most relevant issues to the aspects of the proposed development located in County Meath. Zone D works will include new fencing, parapets, track lowering, SET installation, substation constructions and sidings. The day works at the M3 Parkway sidings are expected to cause a temporary moderate effect. The substations Dunboyne and M3 Parkway are expected to cause a temporary significant effect during the piling phase, but most works will typically result in a moderate effect at the closest receptors. During night works the noise effect is expected to be significant within Zone D. It is proposed to connect to existing services, MCC Water Services has accessed these proposals and consider same to be satisfactory.

Construction Impacts

The locations of the proposed construction compounds are set out in Chapter 5 of the supporting EIAR. The EIAR states that in order to provide construction compounds over the construction period, there will be a temporary loss of car parking at some locations along the length of the line.

A construction compound is proposed east of the train station in Dunboyne. The station is served by a car park of 300 spaces. 191 spaces will be occupied by the construction compound. The loss of parking is considered acceptable as it is short term and reversible. The EIAR contains detail of a car parking survey carried out in November 2021 which reports that at the AM morning peak 70 spaces were occupied in the Dunboyne Station Car park. The available car parking during construction should be sufficient to cater for demand.

A construction compound is proposed to the east of the station building at the M3 Parkway. This will result in the temporary loss of 344 car parking spaces. There are 1200 spaces available at the parkway, this will reduce to 591 during construction. This is considered acceptable given that construction impacts are temporary. The M3 is the proposed construction haul route in the case of the Dunboyne and M3 parkway construction compounds. This is acceptable to the Planning Authority.

Proposed Works to Railway Bridge

Chapter 5 of the EIAR outlines the strategy used to construct the Overhead Line Equipment (OHLE) below some of the existing bridges and notes the need to lower sections of the existing rail track for specific lengths. A track lowering of approx. 395mm is proposed to be carried out along approx. 215m of the track to accommodate the OHLE at the Dunboyne bridge construction works of circa 3 weeks duration. The process of the track lowering will involve the following typical sequence of works taken from Chapter 5 of the EIAR:

1. *Enabling works such as: installation of facilities and storage areas; bringing machinery and materials on site; utilities diversions (including the relocation of existing signalling and telecoms cables); railway operation safely cut etc. Enabling works will require the use of heavy goods vehicles (HGV), skip wagons, and jet-grouting machine. See Section 5.3.8.1.3 for description of structural intervention required for track lowering in some locations prior to works commencing.*
2. *Rail cutting of the existing track (separate track panels of 18 m length) using a rail cutting machine.*
3. *Removal of old track panels using road-rail vehicles (vehicles capable of running on both road and rails), excavators, crane on truck and other necessary engineering equipment.*
4. *Removal of degraded ballast by means of road-rail vehicles, excavators and other engineering equipment that will load the materials into an articulated dump truck. This will be taken offsite and disposed of in line with the Construction Demolition Waste Management Plan (CDWMP).*
5. *Excavation of the track formation until the required level by means of road-rail vehicles, excavators and other engineering equipment that will load the materials into an articulated dump truck. Extension and compaction on the subgrade using a compactor and extension of the geotextile.*
6. *Execution of track formation, levelling and compaction, which would employ the use of road-rail excavators, wheel loads, graders, medium rollers and articulated dump trucks.*
7. *Placement of the longitudinal drainage, using trucks, mini diggers and plate compactors.*
8. *Extension and compaction of the sub-ballast layer, using wheel loader, trucks and compactors.*
9. *Extension of first ballast layer, levelling and compaction using wheel loader, trucks and compactors.*
10. *Laying of preassembled track panels and connecting with the provisional joints utilising road-rail vehicles and truck mounted cranes.*
11. *Extension of second ballast layer, tamping and dynamic stabilisation utilising road-rail vehicles, tampers and articulated dump trucks.*
12. *Welding of joints and second stabilisation using welding and tamper equipment.*
13. *Rail destressing and track tampering using tampering equipment.*

Chapter 5 of the EIAR further states that all of this work is proposed to be performed during *night-time or weekend possessions, or extended closures, and are to be executed sequentially*. It is estimated that track lowering at this location will take three weeks. It is strongly advised that any works proposed do not undermine the base foundations and structural integrity of the Dunboyne Railway Bridge. Should predicted adverse impacts be identified, remedial or reductive measures should be considered prior to consideration of any other engineering solution.

Potential Impact on Sensitive Receptors

It is considered that a likely impact of the proposed development is on the residential communities that have become established along the rail line. It is considered that the main potential for this impact is in the form of noise / vibration impact. The potential for noise and vibration impacts arises during the construction and operational phases of the project.

Construction Phase

- Track Lowering at Dunboyne

The EIAR sets out that:

'OBCN290 is located at Dunboyne Station and to facilitate clearance for the catenary system and OHLE the tracks will be lowered by up to 395 mm for a distance of 215 m. The works will be carried out over the course of weekend closures at this location over the course of 3 weeks and works will take place during daytime and night-time periods of each weekend closure between 01:00 Saturday to 05:00 Monday. Whilst they will be protected by permanent noise barriers located between the track and the nearby dwellings, significant effects are still predicted for dwellings within the Larchfield estate that bound the rail track. However, the most intrusive activities are expected to be of short duration.'

M3 Parkway and Dunboyne Substations

'The substation works will take place over an approx. 30-week period, with the main civil works which entails the majority of noisy works taking an 18-week period. The majority of construction works will be carried out within daytime working hours. During these periods the primary source of noise will be as a result of piling and concreting works. Night-time / weekend possessions will also be required for some construction activities, such as electrical connections. Predictions indicate that the noise effects from the works will typically be moderate at the closest dwellings, however for the M3 Parkway substation the piling works will likely have the potential to cause a temporary, significant effects at the cottage located at the end of Navan Road. The site can implement typical mitigation measures such as a solid hoarding for the duration of the works.'

M3 Parkway Siding

'The existing siding at M3 Parkway will be extended by constructing a new siding parallel to the existing as part of the project. The works will take place during daytime working hours, however, transportation of material to and from the compound will take place at night. Noise effects of this work are not expected to be significant given the distance of the works from sensitive locations and the daytime working hours.'

Night-time traffic movements to the compound are also expected to be minor in terms of their noise impact due to the haul route via the already heavily trafficked M3 motorway. Therefore, small numbers of additional night-time traffic movements will not change the existing noise climate. Likely effects at this location will be negative, temporary and slight.

During operation, the main source of noise is rail noise which will continue to be the primary noise source for the nearest noise sensitive locations to the development. Other ancillary sources such as fixed plant, road traffic and maintenance works will not generate a cumulative effect either due to the relatively low noise level associated with them compared to rail noise, i.e., for fixed plant and road traffic, or due to the fact that rail movements are suspended during maintenance works and therefore the noise emissions occur separately and at different times and cannot generate a cumulative effect.'

Having regard to the short duration of construction work and subject to the application of appropriate planning conditions the Planning Authority consider construction impacts on sensitive receptors is considered acceptable.

Operational Phase

Chapter 14 Section 14.7.2.1 includes comment on the absolute rail noise levels predicted and the health metrics above for each zone for both the Do Nothing and Do Something scenarios, including mitigation. The analysis indicates that depending on the zone the risk of health effect varies. In this instance it is relevant to compare the health impact metrics of the Do Nothing scenario to the Do

Something scenario. This would present the change in potential health impacts as a result of the proposed development. This comparison finds that there are small changes to the health effects in all zones and changes in noise level are slight negative and positive depending on the zone.

Section 14.6.2.1 of the EIAR states that noise barriers will be installed at the most impacted properties identified, these are included in Table 14-49, Chapter 14. It is noted that no noise barriers are proposed to land within the Meath boundary. The Planning Authority note that no noise assessment or mitigation for future development is included for the lands zoned for residential south of Dunboyne Station and between Dunboyne and M3 Parkway. The development of these lands is a key priority for Meath County Council. It is therefore requested that An Bord Pleanála consider the requirement for additional noise barriers in Dunboyne.

From review of the 3D photomontages submitted, it seems that the View Locations run easterly to west starting from Connolly Station, Co. Dublin to Kilcock, Co. Kildare. No viewpoints for the geographical area - Zone D that include M3 Parkway and Dunboyne have been submitted.

Planning conditions

The following planning conditions are recommended:

1. The mitigation measures identified in the EIAR, and other particulars submitted with the planning application, shall be implemented in full by the developer, except as may otherwise be required. The developer shall appoint a person with appropriate ecological and construction expertise as Environmental Manager to ensure that the mitigation measures identified in the above documents are implemented in full.

Reason: in the interests of proper planning and sustainable development

2. (a) Prior to the commencement of development hereby permitted, the developer shall submit a construction and demolition Waste Management Plan (WMP) to an Bord Pleanála for agreement prepared in accordance with the Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects (Department of the Environment, Heritage and Local Government, July 2006). The WMP shall include but not be limited to project description, legislation requirements, demolition waste, construction phase waste, categories of construction waste, anticipated hazardous waste, non-construction waste, segregation of waste streams, estimated waste generated, waste hierarchy and adherence to same, roles and responsibilities and communication of WMP, details of recovery and disposal sites, details of waste hauliers, record keeping and documentation, waste audit procedures. The WMP shall be treated as a live document and communicated to all relevant personnel.

(b) The construction of the development shall be managed in accordance with a Construction and Environmental Management Plan (CEMP), which shall be submitted to, and agreed in writing with, an Bord Pleanála prior to commencement of development. The CEMP shall provide details of intended construction practice for the development, including but not be limited to operational controls for dust, noise and vibration, construction traffic management, waste management, protection of soils and groundwaters, protection of flora and fauna, site housekeeping, emergency response planning, site environmental policy, environmental regulatory requirements

and project roles and responsibilities. The CEMP shall also address extreme of weather (drought, wind, precipitation, temperature extremes) and the possible impacts on receptors and mitigation of same. The CEMP shall be treated as a live document.

(c) All mitigation measures in respect of dust as referenced in an updated CEMP shall be fully implemented.

(d) All refuelling shall take place in a designated refuelling area at least 30m from watercourses, details of same to be included in the CEMP.

(e) All hydrocarbons, chemicals, oils, etc. shall be stored in a dedicated bunded area at least 30m from watercourses and capable of storing 110% of the container/tank capacity.

(f) The applicant shall ensure adequate supply of spill kits and hydrocarbon absorbent pads are stocked on site.

(g) Burning of waste, including green waste, is prohibited on site.

Reason: In the interest of sustainable waste management, environmental protection, public health and safety and residential amenity. (Environment)

3. During the construction phase noise levels at noise sensitive locations shall not exceed 70dB(A) between 0700 to 1900 hours Monday to Friday and 0800 to 1400 hours Saturday and 45dB(A) at any other time. Noise exceedance activities must be agreed in writing with MCC prior to the activity taking place.

Reason: In the interest of public health and safety and residential amenity.

4. All waste generated during construction, including surplus excavation material to be taken off-site, shall be only recovered or disposed of at an authorised site which has a current Waste License or Waste Permit in accordance with the Waste Management Acts, 1996 to 2008. This shall not apply to the reuse of excavated material within the applicant's site boundary.

Reason: In the interest of public health.

5. A Construction Stage Traffic Management Plan in respect of the works in County Meath shall be submitted for the written agreement of with Meath County Council prior to commencement of the works.

Reason: In the interest of traffic safety.

6. A new pedestrian access at Dunboyne Train station from the western platform to the adjacent residential development shall be provided.

Reason: In the interests of improved pedestrian permeability to Dunboyne train station.

7. All surface water drainage work shall comply fully with the Greater Dublin Regional Code of Practice for Drainage Works Volume 6

Reason: In the interests of public health

Informative(s):

- In the event it is necessary to Import soil and stone or topsoil for any element of the proposed development the Applicant shall ensure a Certificate of Registration or Waste Facility Permit is secured in advance of the works.
- Road opening licences will be required to carry out works in the public road.

Development Contributions

The Meath County Council Development Contributions Scheme 2016-2022 is available from the following link: [Development Contribution Schemes | Meath.ie](#).

A Supplementary Development Contribution Schemes also applied in respect of the Navan to Dublin Railway Line – Phase 1 – Clonsilla to Dunboyne (Pace). The Scheme is available from the following link :[Dublin - Navan Railway Line - Supplementary Development Contribution Scheme.pdf \(meath.ie\)](#)

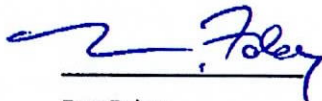
Section 7 Conclusion

Meath County Council strongly supports the delivery of the proposed development and considers it of significant strategic importance to the County. The proposed development has the potential to unlock a range of development opportunities afforded by its future development.

It is also acknowledged that the delivery of the proposed development will play an integral part in the future vision for this strategic area of County Meath. It is therefore requested that the Board assesses the proposed development with a consideration to future interactions between the rail line at M3 Parkway and the future extension of the line to Navan.

In conclusion, Meath County Council respectfully request the Board to consider the content of this submission in the assessment of the Railway Order. Meath County Council welcome the opportunity to clarify any matters contained in this submission, if required.

Yours Sincerely,

A handwritten signature in blue ink, appearing to read 'Des Foley', is written over a horizontal line.

Des Foley

Director of Services, Planning,