

**Statement of Response to ABP's Opinion  
in relation to Reg. Ref.: ABP-301099-18**

*and*

**Issues Raised During the Course of  
Pre-Application Consultation**

*In respect of*

**A Proposed Strategic Housing Development**

**at**

**Dublin Road, Dunshaughlin  
Co. Meath**

*Prepared for*

**Rockture 1 Limited**

*Prepared by*

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## 1.0 INTRODUCTION

This Statement of Response report seeks to address individually the issues / items raised within the Opinion of An Bord Pleanála, issued following pre-application consultation in respect of the proposed development. The Opinion of the Board was issued on the 27<sup>th</sup> of April 2018.

This statement has regard to the points of discussion and issues raised during the course of the tripartite SHD pre-application meeting held at the offices of An Bord Pleanála on the 13<sup>th</sup> of April 2018, and two subsequent Section 247 meetings with Meath County Council.

This Statement will refer to other documentation which forms part of the final planning application pack, where more detailed and specific responses are provided to the issues dealt within this Statement by the relevant experts / design team members and consultants.

This Statement seeks to direct the reader to the relevant information within the application documentation, which demonstrates that the issues raised during the course of pre-application consultation have been fully and satisfactorily dealt with prior to the submission of this final Strategic Housing Development Application.

## 2.0 RESPONSE TO AN BORD PLEANÁLA OPINION

The Opinion of An Bord Pleanála on the pre-application stage for the proposed development was issued on the 27<sup>th</sup> of April 2018. The Opinion sets out five specific items requiring further consideration by the applicant and design team. The Board considered that these items needed to be addressed in the final documentation submitted to the Board in order to ensure that the proposed development and supporting documentation would constitute a reasonable basis for an application for strategic housing development.

Each of the five items raised within the Opinion are set out below, and a response is provided thereto, referring to other documentation or sections within documents which provide a more detailed or technical response where relevant.

The Board also set out nine items of further specific information which were to be provided as part of the final planning application. Documentation has been prepared or updated in response to this request to ensure that the Board will have all the information it requires to come to a reasoned decision on the proposed development. A summary of the responses provided to each of these specific points is also set out within this section.

### 2.1 Item 1 – Timing and Phasing of Development

Item No. 1 of the Board's Opinion relates to the timing and phasing of the proposed development and states the following:

#### ***“1. Timing and Phasing of Development***

*Further consideration and/or justification of the documents as they relate to the development of Phase II residential lands as set out in the statutory county development plan and the possible prematurity of development at this location pending the completion of the review of the county development plan process which has commenced. Further consideration of these issues may require amendment to the documents and/or design proposal submitted. Where it is proposed to develop the subject lands prior to the adoption of the new development plan, a planning rationale*

*/ justification for the release of these Phase II lands should be submitted which has due regard to all Phase I residential lands which remain undeveloped.”*

## **Response**

A Timing and Phasing Statement has been prepared by JSA and a Socio-Economic Report has been prepared by Future Analytics to address the above concerns in detail.

In addition, the application is accompanied by a proposed phasing plan over three phases based on the request for a ten year permission. The proposed phasing arrangement can be summarised as follows:

- The first phase of development provides for the delivery of 369 no. residential units comprising of a mix of houses, apartments and duplex units, along with the largest area of open space in the east of the site, three pocket parks, the neighbourhood centre facilities within the development, and the east-west portion of the greenway. This first phase of development will also provide the majority of the extent of the outer distributor road along the eastern boundary of the site, thus providing the permanent road link to the planned playing pitches to the north east and employment zoned lands to the east.
- The second phase of development also provides for a mix of residential typologies, totalling 337 no. units., along with areas of open space including the town park, and the remaining extent of the greenway along the western and northern boundaries of the site. The second phase of development will also provide the link to the Kellet’s Grove residential area to the north.
- The final phase of development provides for 207 no. residential units, which also includes a broad range of sizes and typologies. This final phase will also see the completion of the stretch of the outer relief road to the boundary of the applicant’s landholding, with the remainder to be provided by way of a Part 8 development by the Local Authority or the adjoining landowner.

The application lands are primarily zoned objective A2 New Residential which seeks *‘To provide for new residential communities with ancillary community facilities, neighbourhood facilities and employment uses as considered appropriate for the status of the centre in the Settlement Hierarchy’*, which the proposed development complies and to be delivered primarily over a post 2019 period. A neighbourhood centre The lands also include F1 zoned lands which seeks *‘To provide for and improve open spaces for active and passive recreational amenities’* and which the development complies with through the provision of substantial open space areas (see Landscape Design Strategy for further details on quantum and design).

The following is a summary of the justification for bringing forward this large-scale residential development on the Dunshaughlin East SHD lands, which are zoned for pre and post 2019 residential development in planning terms:

- Rebuilding Ireland – The Government’s Action Plan on Housing and Homelessness and the National Planning Framework – Ireland 2040 support the need for residential development such as that proposed on sites in close proximity to quality public transport routes and within existing urban areas;
- It is noted that in the short term to 2020, the Housing Agency has identified a need for at least 25,000 new homes every year up to 2020, which does not include for additional pent-

up demand arising from undersupply of new housing in recent years. The subject lands are zoned, located within the development boundary of Dunshaughlin and in the ownership of a housebuilding company who can provide a small element of this provision over the short to medium term;

- In the longer term to 2040, the NPF projects a need for a minimum of 550,000 new homes, with up to half of this number targeted for provision in existing urban settlements outside Ireland's five cities. The NPF also signals a shift in Government policy towards securing more compact and sustainable urban development, which requires at least half of new homes within Ireland's cities to be provided within existing urban areas. A significant and sustained increase in housing output and apartment type development is necessary to meet such targets;
- The Meath County Development Plan 2013-2019 is currently on hold until the new RSES is adopted. Under the EMRA Draft RSES Dunshaughlin is classified as a medium to large growth town, within the Hinterland Area (to north of the Dublin Metropolitan Area which extends to Dunboyne / Pace), for which each Planning Authority should allocate growth under their next development plan having regard to an asset / capacity test and in accordance with the sequential approach;
- The EMRA Draft RSES identifies Dunshaughlin, along with Ashbourne, Kells, Trim and Laytown/Bettystown as Level 3 Town / District Centres within Co. Meath. Appendix 2 of the Draft RSES identifies a population growth from 195,000 in 2016 to between 216,000 - 221,000 in 2026 and 225,500 - 231,500 in 2031. This is a projected increase of 36,500 up to 2021. The proposed development, which is to be delivered through a ten year permission as set out in the Cover Letter, would accommodate c. 2,370 persons based on an average household size of 2.6. This is considered appropriate in the context of the proper planning and sustainable development of the town, as set out herein and in the Timing and Phasing Statement;
- Meath County Council have acknowledged in the Chief Executive's Report on the pre-application SHD submission that the Phase 2 lands at Dunshaughlin East are considered appropriate for residential development in the next plan review;
- The acknowledgement by MCC of the potential of Dunshaughlin to cater for substantial growth is based on the considerable existing infrastructural capacity in the town, the existing and planned social / community infrastructure (including a new school campus identified for the adjacent lands to the west) and the location on the Dublin to Navan transport and economic corridor, which in the longer term has the potential to include an extension of the rail line from Pace to Navan serving Dunshaughlin (as acknowledged in the Draft RSES);
- The lands are strategically located on a high quality bus corridor with links to Pace Rail Station. They are also located on the M3 economic corridor with good connectivity to substantial areas of employment, such as Dublin Enterprise Zone in the Dublin 15 area north of Blanchardstown Major Town Centre, as discussed in detail in the Future Analytics Report;
- The adjoining lands to the immediate west have been identified as a preferred location for a new school campus by the Department of Education and Skills, and we understand that it will be the new location for the planned primary school and an additional secondary school in due course for Dunshaughlin. This will serve the subject lands and surrounding

catchment and ensure a high quality new residential quarter in the south east of Dunshaughlin;

- Dunshaughlin has a relatively low population base at present, relative to other Moderate Sustainable Growth Towns in the County and relative to its strategic location on the M3/N3 Economic / Transport Corridor, and the town has significant capacity and potential for residential and associated employment growth, which will occur concurrently with sustainable, compact residential growth.
- At a town level we note that the majority of Phase 1 residential zoned lands in Dunshaughlin has been developed, are under development or have extant permissions, as illustrated in Appendix 1 of the Timing and Phasing Statement;
- Approximately 155 no. residential units (comprising of 133 no. houses and 22 no. apartments), along with a café, are proposed on Phase 1 Residential zoned land under the 2013-2019 Development Plan and subject to planning permission these would form the next logical phase of development, as a first element of Phase 1SHD, over 2019-2020 subject to a grant of permission and therefore coinciding with the post 2019 residential land use zoning;
- The applicant has substantially completed Phase 1A and B on the lands to the immediate south and has commenced Phase 1C. This Phase 1 residential development, including a childcare facility, will be completed by mid-2019. Accordingly, the applicant wishes to secure a ten year permission which provides a long term proposal for the build-out of the subject lands over the next development plan period, and potentially beyond.
- The applicant would be willing to accept a condition attached to any grant of planning permission, stating that the development / housing delivery on the Phase II (Post 2019) lands cannot commence until 2019. This would provide control and certainty to ensure that development proceeds in accordance with the phasing for these lands as set out within the County Development Plan.

Having regard to all of the above it is respectfully submitted that it is appropriate to bring forward an application for a ten-year permission for residential, neighbourhood centre, open space, a section of the Dunshaughlin Outer Relief Road and associated infrastructure on the subject lands at Dunshaughlin East.

## **2.2 Item 2 – Masterplan and Development Strategy**

Item No. 2 of the Board’s Opinion relates to the proposed masterplan for development and the development strategy, and states the following:

### **“2. Masterplan and Development Strategy**

*Further consideration and/or justification of the documents as they relate to the overall masterplan and development strategy of the site, which has regard to inter alia the specific site characteristics of the development lands including the existing permitted developments within the applicant’s landholding contiguous to the site; access and linkages to the open space and employment generating lands within the applicants ownership which are contiguous to the development site; the 12 criteria set out in the Urban Design Manual which accompanies the Guidelines for Planning*

*Authorities on Sustainable Residential Development in Urban Areas and the Principles of the Design Manual for Urban Roads and Streets*

*Further consideration of the overall development strategy should address the street hierarchy and how it is proposed to create a sense of place and a discernible focal point within the overall scheme. Further elaboration including illustrations of how the site analysis / context informed the proposed layout and urban design response would be useful. Further consideration of these issues may require an amendment to the documents and/or design proposal submitted.”*

**Response**

In response to the above point of further consideration / justification sought by An Bord Pleanála, the applicant and design team undertook further detailed consideration of the overall masterplan and the development strategy for the proposed development, which has resulted in significant updates to the master planning, layout and design of the scheme now proposed.

The statement of response document prepared by McCrossan O'Rourke Manning (MCORM) Architects, in association with other design team members, and the design statement document prepared by MCORM deal in detail with the above points. In addition, the DMURS / Cycle Manual Compliance Statement included within Section 2 of the TTA prepared by ILTP and the Landscape Design Strategy prepared by DOT should be referred to.

The documentation submitted as part of the current application sets out in detail how the layout and design of the scheme now proposed has been based on an analysis of the subject site, its existing characteristics (e.g. field pattern, hedgerows, undulating topography) and features and surrounding context, and how these informed the updated layout / masterplan for the site.

In the context of the above the following is noted:

- The urban design of the proposed development has seen significant amendment, with a layout which now varies significantly from that which was submitted to the Board at pre-application stage.
- The layout now proposed, follows a more formal / orthogonal street pattern, with increased density and heights proposed along a central boulevard and adjacent neighbourhood centre to ensure a more urban feel to the development and to provide the town of Dunshaughlin with a more defined urban edge on its eastern boundary.
- The building heights proposed within the development will also vary, ensuring a visually engaging, high quality residential environment will result, including two and three storey houses, three and four storey duplex blocks, and 3 to 5 storey apartment / commercial buildings. A small number of single storey houses will also be provided. The proposed scheme will avoid mundanity in its design via the use of varying unit designs and types, which will be completed using a palette of high-quality building materials and interspersed with high quality public realm, landscaping and open space.
- The above has resulted in the scheme being revised to provide for a total of 913 no. units across a broad range of sizes and typologies, achieving a net density of c. 42 units per hectare on the Dunshaughlin East SHD site and 37 units per hectare when considered with The Willows development to the south.
- The neighbourhood centre has been redesigned around a central north – south boulevard with a civic space adjacent to an east – west greenway, which connect to the future school campus.

- The open space strategy has been revisited to create a hierarchy of open spaces ranging from the a large open space to the north of the neighbourhood centre, which in turn connects to the future playing pitches to the north east, to smaller public open spaces within the various character areas within the scheme.
- The revised masterplan for the development demonstrates a clear street hierarchy, in accordance with the principles espoused in DMURS, including the Dunshaughlin Outer Relief Road (Arterial Street), Link Streets and Local Streets / Homezones.
- The masterplan incorporates and facilitates connectivity and permeability with adjoining developed and undeveloped lands, including the future education campus to the west, future employment lands to the east and the playing pitches to the north east.
- A greater range of building heights, typologies and designs are utilised across the scheme in a series of character areas, providing for a sense of visual interest and variety throughout, with the new central boulevard flanked by apartment and duplex blocks a key urban design feature of the scheme.
- Strong pedestrian and cycle infrastructure is proposed throughout, and the proposed cycle infrastructure has been designed to accord with the National Cycle Manual.
- Greenway link centrally east - west and north – south on the western boundary.
- The open space proposed has been further considered, and is now more integrated with the residential elements of the development, with a series of squares and pocket parks interspersed with the residential development.
- The applicant has engaged with the Kellett’s Grove developer and we have received a letter of consent, which accompanies this application, to include a pedestrian / cycle connection to this adjacent development to the north.
- We have included an alignment for the Dunshaughlin Outer Relief Road through the lands to the north on the masterplan layouts, which could be delivered separately by MCC through the Part 8 process or by the adjacent landowner (the TTA demonstrates this link is not required for the SHD development).
- We can also confirm that the applicant has engaged with the Dunshaughlin Youths Football Club, see letter of consent attached in relation to the delivery of the DORR adjacent to these lands, and are assisting in the preparation of plans for this facility which will be a significant planning gain for existing and future residents in the area.

The revised proposals were the subject of two further formal S. 247 meetings with the Planning Authority and a series of separate technical meetings with the engineering officials in the Council following the ABP SHD pre-application meeting.

In summary it is respectfully submitted that the comments issued at the pre-application meeting and in the subsequent Opinion have been carefully considered by the applicant and informed a significantly revised scheme now submitted for approval.

### **2.3 Item 3 – Movement and Transportation**

Item No. 3 of the Board’s Opinion related to movement and transport and reads as follows:

#### **“3. Movement and Transportation**

*Further consideration and/or justification of the documents as they relate to the delivery and phasing of the Dunshaughlin Outer relief road including how this road and the proposed access arrangements are consistent with the principles of the Design Manual for Urban Roads and Streets.*

*Further consideration should also be given to the documents as they relate to vehicular, cycle and pedestrian connections and permeability through the site to contiguous residential, open space and employment generating lands and connections from the development site to the urban centre of Dunshaughlin including consideration of passive surveillance. Further Consideration of this issue may require an amendment to the documents and or design proposal submitted.”*

## **Response**

As noted above the overall layout and design approach has been altered significantly to address the concerns raised in the Board’s Opinion and through further consultation with Meath County Council. Specifically, in respect to this item ILTP have prepared a DMURS, Cycle Manual and Movement and Transportation Response Statement, which is included as Appendix 2 of their TTA and MP, to justify the proposal and to address the concerns raised, which should be read in conjunction with JOR’s road layout drawings.

The following is a summary response to how the finalised proposals for Dunshaughlin East SHD address the Movement and Transportation concerns raised above:

- The Phasing Plan indicates the Dunshaughlin Outer Relief Road (DORR) being delivered from the Phase 1- The Willows boundary up to the proposed playing pitches as part of Phase 1 of this SHD development. The remaining section of the DORR within the applicant’s control is proposed to be delivered up to the northern site boundary as part of Phase 2.
- The applicant has agreed to deliver a temporary access road to the playing pitches as part of the Phase 1- The Willows development which is being delivered on a phased basis at present. The details of this temporary access road arrangement were submitted as part of The Willows Phase 1B permission. We note that Condition 4 of Reg. Ref.: DA130709, amendment of previously permitted Phase 1 development, also related to the delivery of this temporary road.
- The route alignment and preliminary design of the next section of the DORR up to the Lagore Road to the north of the lands is indicated on JOR’s masterplan road layout drawing. As discussed with MCC it is envisaged that this section of road could be delivered through a separate Part 8 application by the Planning Authority should the need arise. The TTA prepared by ILTP illustrate that the Phase 1 access onto the Dublin Road, subject to the minor upgrades proposed in this SHD application, can accommodate the entire development in advance of the DORR being completed up to the Lagore Road.
- The DMURS / Cycle Manual statement prepared by ILTP and JOR drawings demonstrate how the DORR design complies with the requirements of DMURS and the Cycle Manual, including pedestrian and cycle facilities on both sides of the carriageway.
- The finalised layout includes a series of connections to adjoining lands to the north (Kellett’s Grove- including a letter of consent from the landowner), to the west (the future education campus- currently the subject of a Heads of Term agreement with the applicant / landowner), to the north east (proposed playing pitches- including a letter of consent from the Dunshaughlin Youths Soccer Club who have a long term lease over these lands) and to the east (the employment lands in the applicant’s control).

In summary it is respectfully submitted that the movement, transportation and DMURS related comments have been carefully considered and addressed in the final scheme layout and design.

## 2.4 Item 4 – Urban Design Response, Density, and Layout

Item No. 4 of the Board’s Opinion related to urban design, density, and layout and reads as follows:

### ***“4. Urban Design Response, Density, and Layout***

*Further consideration and/or justification of the documents as they relate to the rationale of the proposed residential layout and urban design response with particular regard to the creation of distinct character areas within the overall site in particular to the siting of the neighbourhood centre so as to create active street frontages, and how the development including consideration of the phasing arrangements contribute to the creation of a high quality urban extension of Dunshaughlin Town. In addition, further consideration should also be given to the density, unit mix and typology and hierarchy of public open spaces and location and creation of pleasant pedestrian and cycle routes within the scheme. Further consideration of these issues may require an amendment to the documents and/or design proposals submitted.”*

### **Response**

In response to the above point of further consideration / justification sought by An Bord Pleanála, the applicant and design team undertook further detailed consideration of the overall site layout plan and urban design strategy in the context of the issues noted above.

The statement of response document prepared by McCrossan O’Rourke Manning (MCORM) Architects, in association with other design team members, and the Design Statement document prepared by MCORM address the above concerns in detail.

The following is a summary response of how the finalised proposals for Dunshaughlin East SHD address the urban design, density and layout issues raised above:

- As noted above a more formal / orthogonal layout is introduced across the site to provide a more urban structure and to maximise permeability and connectivity throughout. The grid structure also reflects the current structure of the field boundaries. This approach has regard to the recommendations of DMURs and the Urban Design Manual.
- The building heights proposed within the development will also vary, ensuring a visually engaging, high quality residential environment will result, including two and three storey houses, three and four storey duplex blocks, and 3 to 5 storey apartment / commercial buildings. A small number of single storey houses will also be provided. The proposed scheme will avoid mundanity in its design via the use of varying unit designs and types, which will be completed using a palette of high-quality building materials and interspersed with high quality public realm, landscaping and open space.
- The layout plan has been designed to include a series of linkages to adjoining lands and future development areas.
- The density of development has been increased to 42 units per hectare on the SHD lands, by increasing the unit numbers proposed from 783 to 913. This equates to an overall density of c. 38 units per hectare including the Phase 1 lands to the south where a total of 222 no. units and a creche are completed or under construction.
- The increase in unit numbers has also resulted in a greater unit mix being provided, with a particular increase in 1, 2, 3 and 4 bed apartment / duplex units.
- The layout incorporates a series of open spaces from a large park on the F zoned lands, to local parks, pocket parks and linear greenways / open space corridors.

- To ensure a high quality of development a small portion of residential development is proposed on the F zoned lands on the north east of the landholding. However, this quantum of open space is redistributed elsewhere and therefore it is submitted that on balance given the overall number of units and extent of landholding and zonings does not result in a material contravention of the zoning objectives of this substantial landholding, and responds to issues raised at the tripartite pre-application meeting and in the Board's opinion.
- All cycle/pedestrian routes throughout the scheme have been developed to ensure a supporting lighting scheme is proposed, passive surveillance is achievable and that a quality landscape is developed offering a variety of experiences.

It is respectfully submitted the final scheme design provides a high quality and appropriate form of residential development, with supporting neighbourhood centre facilities and open space, for the subject lands and will result in a suitable extension to the built footprint of the town.

## **2.5 Item 5 – Surface Water Management and Risk of Flooding**

Item No. 5 of the Board's Opinion related to surface water management and risk of flooding and reads as follows:

### ***“5. Surface Water Management and Risk of Flooding***

*Further consideration of documents as they relate to surface and storm water management for the site. This further consideration should have regard to the requirements of the Council in respect of surface water treatment and disposal as set out in section 8.5 of the Planning Authority's opinion. Any surface water management proposals should be considered in tandem with any Flood Risk Assessment, which should in turn accord with the requirements of 'The Planning System and Flood Risk Management Guidelines' (including the associated 'Technical Appendices'). Further consideration of these issues may require an amendment to the documents and/or design proposals submitted.”*

### **Response**

The application is accompanied by a Flood Risk Assessment prepared prepared by Hydrocare Environmental Ltd, in conjunction with JBA and JOR, a Stormwater Assessment prepared by JBA and a detailed Water Services Report and drawings prepared by JBA, which fully assess and demonstrate the details of the proposed surface and storm water management proposals for the site. These details have been prepared in consultation with the relevant engineers in MCC through a series of constructive meetings. Please refer to the JOR Statement of Response document for a more detailed response to the above item.

As summarised in the FRA the proposed development is within Flood Zone C and therefore not within the 1% or 0.1% AEP Fluvial (River) flood extent or the 0.5% or 0.1% AEP Coastal flood extent. The proposed development is considered appropriate for this site location. JBA Consulting Ltd have hydraulically modelled the proposed stormwater drainage system, which determined the proposed drainage system to be satisfactory. The Flood Risk Assessment Report found no risk of flooding to the development and no increase of flood risk to adjacent lands.

## 2.6 ABP Request for Submission of Specific Information

The Board's Opinion set out requirements for further specific information to be provided by the applicant which included the following:

- *A site layout plan which clearly illustrates the overall movement and transportation hierarchy for the proposed scheme.*

### Response

MCORM Architects have prepared a series of overall site layout plans to illustrate different aspects of the scheme design. This includes a street hierarchy drawing illustrating the different street types and the overall movement and transportation structure. In addition ILTP have included a specific response within their TTA to the movement and transportation concerns which provides a detailed assessment of the street hierarchy, connections, permeability and existing and proposed public transport services which the subject lands benefit from.

- *Photomontages and cross sections showing how the development will interface with adjoining residential and industrial / business park lands.*

### Response

MCORM Architects have prepared a series of cross-sections to demonstrate the relationship of the proposed development with adjoining development to the west, north, east and south.

In addition, the photomontage and CGI brochure included in Appendix 6.1 of the EIAR includes views of the proposed development in the context of the adjoining employment lands to the west.

The drawings and visuals prepared illustrate the appropriateness of the proposed relationship of the proposed development with the employment lands to the west which is complemented by the significant greenway / cycleway along the western boundary which forms a good buffer and a high quality amenity for the proposed development.

- *Details of existing and proposed levels across the development site relative to adjoining lands.*

The site layout plan includes details of the proposed levels across the subject lands. In addition, the section drawings referenced above provide details of the proposed levels, development and relationship of the scheme with adjoining lands.

### Response

- *All existing watercourses that traverse the site including any proposal to culvert / re-route existing drains should be clearly identified on a site layout plan.*

### Response

JOR include overall site layout drawings which provide details of the existing field drain system and proposals for culverting. These proposals have been fully assessed by the engineering team and informed the final design, the FRA and the Stormwater Assessment. These proposals have been the subject of detailed discussions with MCC and consultation with the OPW in respect to

the culverting of a field drain. The proposals to culvert the field drains have also been reviewed by the project ecologist and assessed in the EIAR.

- *A detailed landscaping plan for the site which clearly sets out proposals for hard and soft landscaping including details of play equipment, street furniture where proposed. The location of bring banks as set out in the Planning Authority's opinion should also be indicated on the landscaping plan.*

### **Response**

A comprehensive package of landscape drawings, a landscape report and tree survey report and drawings are included with this application, which provides details of all aspects of the landscape proposals and impact on existing trees / hedgerows.

- *A report or details contained within the EIAR identifying the demand for school places likely to be generated by the proposal and the capacity of existing schools in the vicinity to cater for such demand.*

### **Response**

The Statement of Consistency includes as Appendix 1 a Social / Community Infrastructure Audit which includes an assessment of school capacity / demand.

More significantly and as noted above the Department of Education and Skills have identified the employment zoned lands to the west as the preferred location for the future education campus for the town. The applicant has signed a Heads of Terms agreement with the DoES in respect to the sale of these lands to provide for the new education campus.

It is apparent that the choice of these lands acknowledges their strategic location relative to existing, permitted and planned residential areas. It creates an opportunity for sustainable transport trips for school goers for The Willows and Dunshaughlin East SHD lands, and will provide sufficient school spaces to cater for the planned residential growth in Dunshaughlin.

- *A construction and demolition waste management plan.*

### **Response**

A Construction and Demolition Waste Management Plan has been prepared by Byrne Environmental, in consultation with relevant design team members, and is included as a standalone report with this application.

The scheme has been designed to ensure sufficient bin storage areas are provided throughout to cater for the operational stage of the development as illustrated on MCORM's drawings. In addition a bring centre is incorporated adjacent to the neighbourhood centre, which is in addition to a bring centre adjacent to the creche in Phase 1C.

- *A phasing plan for the proposed development should be provided which includes the phasing arrangements for the public open space and Part V provision.*

## **Response**

MCORM Architects have included a phasing plan including a table of development details for each phase of development relating to Unit Numbers, Part V provision and Open Space.

It is proposed that the development will be delivered in three phases over a ten year period, which have been set out on the accompanying phasing drawing prepared by MCORM.

- The first phase of development provides for the delivery of 369 no. residential units comprising of a mix of houses, apartments and duplex units, along with the largest area of open space in the east of the site, three pocket parks, the neighbourhood centre facilities within the development, and the east-west portion of the greenway. This first phase of development will also provide the majority of the extent of the outer relief road along the eastern boundary of the site.
- The second phase of development also provides for a mix of residential typologies, totalling 337 no. units., along with areas of open space including the town park, and the remaining extent of the greenway along the western and northern boundaries of the site. The second phase of development will also provide the link to the Kellet's Grove residential area to the north.
- The final phase of development provides for 207 no. residential units, which also includes a broad range of sizes and typologies. This final phase will also see the completion of the stretch of the outer distributor road to the boundary of the applicant's landholding, with the remainder to be provided by way of a Part 8 development by the Local Authority or the landowner to the north.

For a development of this scale an element of flexibility will be required in respect to the commencement and completion of each phase, and it is therefore considered that this should be allowed for through an appropriately worded condition of planning which provides for agreement with the Planning Authority around changes to the phasing proposals.

- *A site layout plan indicating all areas to be taken in charge.*

## **Response**

MCORM Architects have included a proposed taken in charge drawing, which has been prepared in consultation with the project engineers, lighting consultant and landscape architect, ensuring that it has regard to Meath County Council's taken in charge standards.

### **3.0 CONCLUSION**

In conclusion, it is respectfully submitted that all the issues raised by An Bord Pleanála have been comprehensively and successfully addressed prior to the submission of this final application to the Board.

The proposed development provides for a significant number of high-quality residential units across a range of sizes and tenures and within a range of building typologies of varying scale and height, with associated neighbourhood facilities and open space, in a scheme which effectively

responds to the characteristics and constraints of the subject lands with a considered and site-specific design.

The proposal provides for excellent levels of permeability, high quality open space, the retention of key site features, all of which will foster a sense of place for the benefit of future residents, residents in surrounding areas, and visitors alike.