

Planning Report & Statement of Consistency with Planning Policy

In respect of

Proposed Dunshaughlin East Strategic Housing Development

at

**Dublin Road,
Dunshaughlin,
Co. Meath**

Prepared for

Rockture 1 Limited

Prepared by

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December 2018



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1.0 INTRODUCTION / EXECUTIVE SUMMARY

- 1.1 On behalf of the applicant, Rockture 1 Limited, this Planning Report and Statement of Consistency has been prepared to accompany a final application to An Bord Pleanála in relation to a proposed Strategic Housing Development (SHD) located on lands to the north of the R147 / Dublin Road, Dunshaughlin, Co. Meath. The application site is located to the north of The Willows residential development which is under construction on a phased basis, with a significant number of units completed (by the applicant), and to the east / south east of Dunshaughlin town centre.
- 1.2 Dunshaughlin is considered to be an appropriate location for a development such as the proposed SHD, due to its strong town centre, its location on the M3 economic / transport corridor with very good public transport connections to Dublin and Navan, capacity in terms of services and infrastructure, and its capacity in terms of social facilities and amenities. Dunshaughlin has a low population base at present, relative to other Moderate Sustainable Growth Towns, and has significant potential for employment growth, which will occur concurrently with sustainable, compact residential growth. The town is well served by public and private bus services, while also being destined for employment growth in the vicinity of the site of the proposed development, a planned future education campus to the immediate west and planned playing facilities for the town to the north east. This will ensure the creation of a sustainable live-work community, thereby ameliorating longer-distance commuting in private cars over time.
- 1.3 The subject site is greenfield in nature and is zoned A2- New Residential, F1- Open Space, includes a neighbourhood centre objective, and an objective to deliver a section of the Dunshaughlin Outer Relief Road (DORR), under the current Meath County Development Plan 2013-2019. As set out in this report, and the series of supporting planning statements, the proposed development seeks to comply with the zoning and objectives for the site through the provision of a large new residential development, a neighbourhood centre, substantial areas of open and a section of the DORR to be delivered under a ten year permission on a phased basis from south to north (providing a logical extension to The Willows development to the south).
- 1.4 The proposed development provides for 913 no. residential units across a wide range of unit types including a broad range of house types, along with duplex units and apartments. These higher density elements are carefully located within the overall SHD layout, to ensure an appropriate level of density within each phase and character area of the development, and in order to respond to issues raised during the course of pre-application consultation with the Board.
- 1.5 It is also proposed to provide neighbourhood centre type retail, a café / restaurant unit, health care / gym space, a community facility and a large childcare facility as part of the development, to comply with an objective for a neighbourhood centre on the subject lands as set out in the County Development Plan zoning map.
- 1.6 The subject site is located in a Moderate Sustainable Growth Town and is therefore considered to be classified as an outer suburban, greenfield site in respect to the guidance set out within the Guidelines for Sustainable Residential Development in Urban Areas, where densities of 35 to 50 units per hectare net are recommended, and no less than 30 units per hectare net. The proposed development will achieve a net residential density of 42.3 units per hectare, which is considered to be an appropriate level of density given the location and nature of the subject site.

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- 1.7 The Department of Education intends to deliver an education campus to the west of the subject site, on lands currently owned by the applicant. The delivery of a new primary school has been committed, and is listed under the funding commitments of the Department in the short term, while the applicant understands that a secondary school will also be delivered on the lands adjacent to the site in future to address increased demand.
 - 1.8 As set out within the overall Statement of Response (prepared by JSA) and the detailed response documents (prepared by JSA, MCORM and other team members).
 - 1.9 The proposed development will respond to current and future housing demand in the area, via the delivery of a significant quantity of housing on a phased basis over the duration of a 10-year planning permission which is sought for the development. This will furthermore ensure compliance with the Development Plan phasing of the subject lands, the larger portion of which are phased for development post 2019. The proposed development will see the delivery of high-quality residential development on the subject lands from 2019 onwards (over the operational period of the next, and subsequent County Development Plans), subject to a grant of planning permission, in compliance with the phasing recommendations in the current Plan. Further information in this respect may be found in the accompanying Statement of Response on Timing and Phasing prepared by John Spain Associates.

2.0 SITE CONTEXT AND DESCRIPTION

Dunshaughlin

- 2.1 The application site is located to the north of the R147 / Dublin Road and to the south-east of Dunshaughlin Town Centre. Dunshaughlin is located 29 kilometres from Dublin City Centre on the R147 / M3 and 24 kilometres from Navan town. Dunshaughlin, a moderate sustainable growth town, is located in the Hinterland Area of the GDA just outside the 'Metropolitan' boundary as identified in the RPG's and within the M3/N3 Economic / Transport Corridor.
- 2.2 The Electoral Division of Dunshaughlin had a population of 5,840 in 2016. The immediate settlement of Dunshaughlin had a population of 4,035 persons in the most recent 2016 census.
- 2.3 Dunshaughlin contains numerous public amenities, including a library, Meath County Council civic offices, a large community and sports centre, as well as a health centre. Dunshaughlin has two primary schools, St. Seachnall's National School and Gaelscoil na Ríthe, and a large secondary school, Dunshaughlin Community College, run by Louth and Meath Education and Training Board. A new primary school is to be delivered in Dunshaughlin in the short term by the Department of Education.
- 2.4 The town contains a range of retail outlets including an existing Supervalu supermarket and a range of specialist shops, restaurants and cafes. Lidl have also been granted permission for a supermarket and have constructed this store located off the main street of the town, along with a café and office space (Reg. Ref. RA170866 refers).
- 2.5 The employment base in Co. Meath, particularly in the vicinity of Dunshaughlin, is expanding in terms of employment opportunities with 400 new jobs to be created over the next four years by Dublin based biotechnology company, Shire, in an area directly south of Dunshaughlin on the M3 Economic Corridor. The firm is currently constructing a new

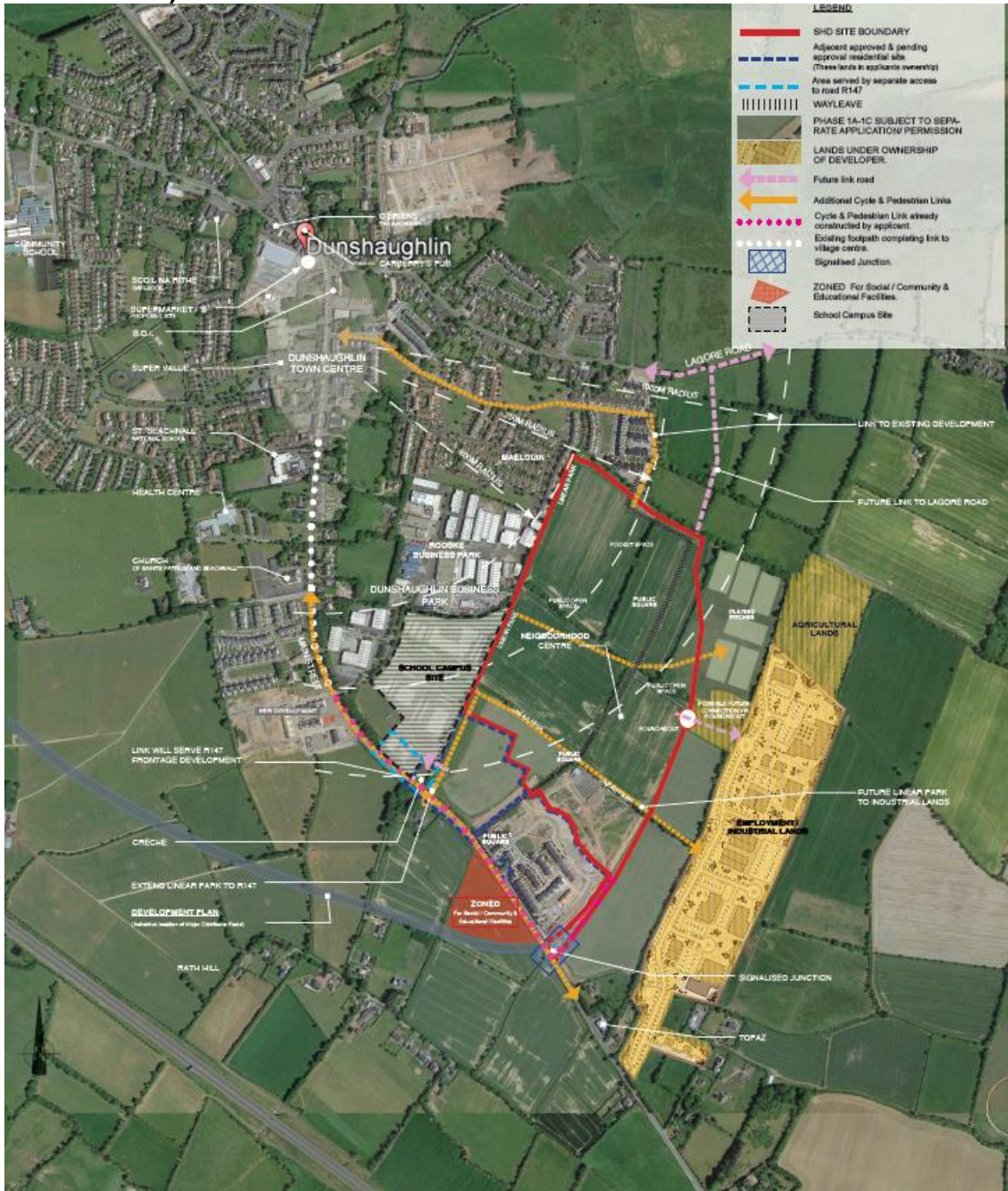
€354 million biologics manufacturing plant on a green field site at Piercetown which is circa 7 kilometres from Dunshaughlin town. It is estimated that c. 700 people will be temporarily employed during construction at the 120-acre site between Dunboyne and Dunshaughlin, with 400 permanent high-positions also created once it is completed.

- 2.6 Facebook has also been granted planning permission by An Bord Pleanála for a €200 million data centre in Clone, Co. Meath. The centre is to be built in two phases over the next decade on a site of 220 acres, and construction is ongoing.
- 2.7 The applicant is also the owner of adjacent employment zoned lands, and plans to bring forward employment generating development concurrently with the delivery of the proposed SHD development.

Overall Landholding in Context

- 2.8 Our client's lands are situated to the south east of Dunshaughlin town centre. The lands are well served by a number of bus routes, which connect Navan and Cavan to Dublin City Centre and Belfield (UCD). The 109 and 109B bus routes provide frequent services (approximately every 20-30 mins on weekdays) to Busaras in Dublin City Centre. Private bus services also provide a link with NUI Maynooth. Proposed bus stop locations are provided to serve the subject lands on the Dublin Road and also on the proposed north-south link road on the eastern edge of the subject lands. The lands are approximately a 7-minute drive from M3 Parkway (PACE) Railway Station which provides direct links to Dublin City Centre.
- 2.9 A Quality Bus Corridor has been provided along the R147 on the approach to Dunshaughlin Town from both the Dublin and Navan sides. This allows buses and other public transport modes to pass through the Town quickly during peak hours. The existing and planned public transport provision in the surrounding area will ensure a modal shift toward bus transport and ensure that buses continue to serve Dunshaughlin at an appropriate frequency.
- 2.10 The M3 Parkway Railway Station (PACE) which links directly to Dublin City Centre is located approximately 10 kilometres from Dunshaughlin and provides a 'park and ride' facility. In the longer term, Meath County Council also hope to seek the provision of a rail link for the town. The Draft Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly commits to the reappraisal of the extension of this rail line as is also provided for under the Transport Strategy for the GDA.
- 2.11 Our client's overall landholding in this location is currently subject to residential (pre and post 2019), employment and open space zonings. The applicant is also investigating opportunities to bring forward employment development on the immediately adjoining lands to the east within their control, which is promoted by MCC's Economic and Development Strategy 2014-2022.
- 2.12 The lands to the west, as noted above, will accommodate an education campus to be brought forward by the Department of Education, plans are well advanced in this regard. A primary school has been announced for delivery in Dunshaughlin in the short term, and the applicant understands that a secondary school could also be provided at this location.

Figure 1: Overall Context Map with the Applicant's / Owner's control (Approximate Extent in Red)



Source: MCORM Statement of Response

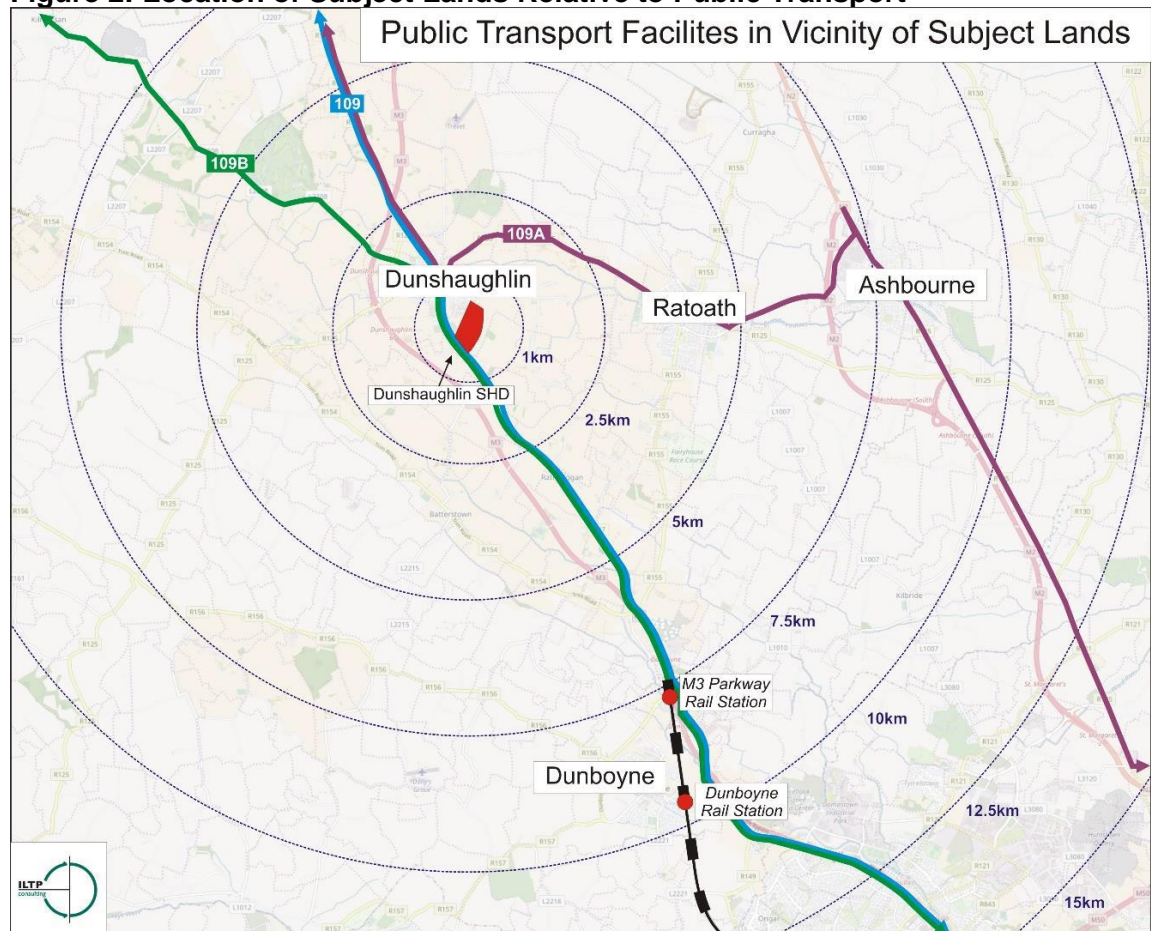
The Subject Site

2.13 The subject site is greenfield in nature and is zoned A2- New Residential, F1- Open Space, includes a neighbourhood centre objective, and an objective to deliver a section of the Dunshaughlin Outer Relief Road (DORR), under the current Meath County Development Plan 2013-2019. As set out in this report, and the series of supporting planning statements, the proposed development seeks to comply with the zoning and objectives for the site through the provision of a large new residential development, a neighbourhood centre,

substantial areas of open and a section of the DORR to be delivered under a ten year permission on a phased basis from south to north (providing a logical extension to The Willows development to the south).

- 2.14 There is a services wayleave running from north to south through the subject site. This has influenced the route of the main pedestrian, cycle and vehicular spine through the centre of development, and thereby the wider layout of the proposed development. The route of this wayleave is illustrated in the Site Location Map prepared by MCORM Architects which is submitted herewith.
- 2.15 The site at present comprises primarily of agricultural lands divided into a number of plots. The sites of the permitted Phase 1A, Phase 1B, and 1C developments, forming part of The Willows residential development are located to the south of the subject site. Construction work is ongoing on these permitted developments at present.
- 2.16 Lands adjacent to the subject site to the east, north east and south are green-field in nature, while the lands to the west comprises of Dunshaughlin Business Park and 'Maeldiun' residential estate. The Coldrick's Pass and Kellett's Grove residential estate, which is relatively recently completed, to the immediate north of the SHD site.

Figure 2: Location of Subject Lands Relative to Public Transport



Source: ILTP TTA

3.0 RELEVANT PLANNING HISTORY

- 3.1 The following section provides an overview of the most relevant planning history for the subject site which is relevant to the consideration of the current application.

Planning History of the Subject Site

- 3.2 At present the applicant is completing the Phase 1 development known as The Willows to the south of the application site. Phase 1A consists of 34 no. units, which have been implemented under Reg. Ref.: DA/060537, as extended under Reg. Ref.: DA/120619, as amended by Reg. Ref.: DA/130709. The remainder of this parent permission is superseded by Phase 1B and 1C, as discussed below, and proposed to be amended by part of the subject SHD application.

Reg. Ref.: RA171416 (Phase 1C)

- 3.3 A final grant of permission was issued by the Planning Authority on the 21st of August 2018 (following consideration of Further Information) for Phase 1C of the overall development of The Willows, on the southern portion of the applicant's landholding.
- 3.4 The permitted development is for the construction of a total of 96 no. residential units comprising of the following: 6 no. 3 bedroom, semi-detached, 2 storey houses (House Type D), 42 no. 3 bedroom, semi-detached, 2 storey houses (House Type D1), 4 no. 3 bedroom, semi-detached, 2 storey houses (House Type D2), 11 no. 4 bedroom, semi-detached, 2 storey houses (House Type E), 3 no. 4 bedroom, semi-detached, 2 storey houses (House Type E1), 6 no. 2 bedroom, terraced, 2 storey houses (House Type F), 4 no. 2 bedroom, terraced, 2 storey houses (House Type F1), 20 no. 3 bedroom, terraced, 2 storey houses (House Type H).
- 3.5 The development also includes the construction of a childcare facility with a GFA of 520 sq. m. including a separate vehicular access from the Dublin Road/R147. Vehicular access for the residential units will be provided via the adjoining permitted residential development (currently under construction). The proposal includes all associated site works, internal roads, cycleways and footpaths, the provision of public open space, car parking spaces (192 no. residential spaces and 24 no. spaces for the proposed childcare facility), landscaping, boundary treatments and foul and surface water drainage.

Reg. Ref.: RA/170407 (Phase 1B of The Willows)

- 3.6 Planning permission was granted on the 15th of September 2017 following the submission of further information, for development which takes in the southern stretch of the link road along the eastern boundary of the SHD site. The development consisted of:

“Construction of a total of 92 no. residential houses comprising of the following: 2 no. 5 bed 2.5 storey detached houses (Type A2); 2 no. 5 bed 2.5 storey detached houses (Type B); 1 no. 5 bed 2.5 storey detached house (Type B1); 2 no. 5 bed 2.5 storey semi-detached houses (Type B2); 1 no. 3 bed 2 storey detached house (Type C); 38 no. 3 bed 2 storey semi-detached (House Type D); 43 no. 4 bed 2 storey semi-detached (House Type E); 3 no. 4 bed 2 storey semi-detached (House Type E1). The development includes all associated site works including the first section of the link road from the Dublin Road which will provide a permanent vehicular access for the development (the permitted temporary access to Phase 1A will be removed when this permanent access is provided), internal

roads, cycleways and footpaths, the provision of public open space, car parking spaces, landscaping, boundary treatment and foul and surface water drainage”.

- 3.7 The development amended and superseded elements of the development permitted under Reg. Ref.: DA/60537, as subsequently amended by Reg. Ref.: DA/130709, which has been partly implemented / under construction. This scheme was proposed as Phase 1B of the overall development of these lands.

Figure 3: Recent aerial view of Phases 1A and 1B of The Willows under construction to the south of the SHD site



Reg. Ref.: DA/060537

- 3.8 Planning permission was granted by Meath County Council in October 2007. This application sought permission for the provision of 282 no. residential units representing the first phase of an overall masterplan for the lands. This permission took in the south-eastern portion of the current SHD site, along with a stretch of the eastern link road section of the SHD site.
- 3.9 In addition, the proposal included the provision of a new distributor road connecting to the existing N3 road, total of 482 no. car parking spaces, boundary treatment, landscaping, provision of public open space (240sq. m) all site works and infrastructure on a site of c. 17 ha. at “The Willows”, Dunshaughlin, Co. Meath. The nature and quantum of development was amended at further information stage and by condition.

Reg. Ref.: DA120619

- 3.10 An extension of duration for the above permission (Reg. Ref. DA/060537) was granted by Meath County Council in September 2012. The permission was extended until the 11th of October 2017.

Reg. Ref.: DA101330

- 3.11 Planning permission was granted on the 1st of March 2011 for amendments to Reg. Ref.: DA/060537 which comprised of elevational changes to units 40-51, 54-61, 71-76, 226-229, 236 and 237. Retention permission was also sought for units 52 and 53 for the same elevational changes.

Reg. Ref.: DA110002

- 3.12 Permission was granted on 19th May 2011 for amendments to the design and layout of houses and crèche 1-78 and 226-229 previously granted under Reg. Ref DA60537.

Reg. Ref.: DA130709

- 3.13 Planning permission was granted on 20th February 2014 to amend Condition No. 3 of the parent planning permission Reg. Ref.: DA/60537, to limit the liability for the main distributor/ outer relief road to the extent of planning permissions granted on the land in the ownership of G, J and R Stanley and also to change the entrance location for the first 87 houses (Phase 1) to the residential development off the main distributor road to that as shown within the application.
- 3.14 The application was the subject of a FI request. The proposals provided for a temporary access which is to be utilised for Phase 1A and subsequently removed when the proposed permanent access to Phase 1B is delivered.
- 3.15 The conditions attached to this permission included the following:

Condition 5: *The access to this Phase 1 shall be temporary in nature and shall be removed prior to any additional residential units in the remainder of the scheme being occupied.*

Condition 6: *No further residential units shall be occupied until such time that the remainder of the distributor road (coloured orange and green) on the applicants site layout plan Drawing No. 1303-PD-03C has been constructed to an appropriate distributor road standard, which shall be agreed in writing with the Planning Authority.*

Figure 4: Site Plan of Reg. Ref: DA130709



Reg. Ref.: DA130840 (ABP Ref.: PL17.242958)

3.16 Planning permission for amendments to the development granted under DA/060537 and DA/120619 was refused by An Bord Pleanála in May 2015. The development consisted of revisions to development granted under DA/60537 and DA/120619 by the temporary removal of permitted units 238-245 (not built) to accommodate 1 no. temporary access road onto R147 road.

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- 3.17 The development also consisted of the construction of a residential development of 30 no. dwellings, 2 no. parking spaces per dwelling, landscaping, 1 no. ESB substation and all ancillary site development works necessary to facilitate the development. We note that the relevant Variations to the County Development Plan have been prepared since this decision, the new County Plan is now under preparation, and the subject lands will be developed post-2019 in accordance with the Phasing requirement on the northern portion of the lands. In addition we note that one main vehicular access is provided from the Dublin Road / R147 and that the development will deliver a significant piece of road infrastructure within the applicant's control, which is an objective of the Development Plan, and which will provide a connection to the new playing fields for the town located to the north east.

Other Relevant Planning History in the Area

Reg. Ref.: 160065- Lands to the North (Kellett's Grove development)

- 3.18 A final grant of permission was issued on the 19th of August 2016 for development consisting of the variation of previously permitted development as granted under P.A. Ref. No. DA/901060 (the appropriate period of which was extended under P.A. Ref. No. RA/140927 and amendments permitted under P.A. Ref. No. RA/150816) for the construction of 41 dwellings in a mix of detached, semi-detached and terrace houses.
- 3.19 The revised development granted under P.A. Ref. No. RA/150816 consists of amendments to 1 no. 4 bed detached house, 6 no. 4 bed semi-detached houses and 10 no. 3 bed semi-detached houses (totalling 17 dwellings comprising of 4 house types) and amendments to the internal site layout to extend cycle lane across the site.
- 3.20 The revised development will consist of amendments to internal site layout to develop 8 no. 4 bedroom detached, 12 no. 4 bedroom semi-detached, 4 no. 3 bedroom semi-detached, totalling 24 no. dwelling houses comprising 4 no. house types.
- 3.21 This development site is located immediately to the north of the proposed SHD site and has reached practical completion at time of writing.

Reg. Ref.: DA130198- Lands to the North West

- 3.22 On the 30th of September 2013, a final grant of permission was issued for development on a site located to the north west of the proposed SHD site, and on the opposite side of the R147 road.
- 3.23 The development consists of *inter alia* the construction of 50 no. houses and works to a protected structure, Seachnall House. This development is now completed.

Reg. Ref.: RA140500- Lands to the West

- 3.24 On the 8th of April 2015, a final grant of permission was issued for development on a further site also located to the southwest of the proposed SHD site and on the opposite, southern side of the R147 road. The development consists of the provision of 93 no. residential units (all of which are houses) and associated development. The final grant of permission by Meath County Council was subject to 28 no. conditions. This development is currently undergoing construction on site.

4.0 PRE-APPLICATION CONSULTATIONS

- 4.1 Prior to the submission of this final application, and in advance of the pre-application submission to the Board, consultations and pre-application meetings were undertaken with the Planning Authority, Meath County Council. These included one exploratory meeting whereat a masterplan for the development and initial architectural designs were presented and discussed, and a second formal pre-application meeting under Section 247 of the Planning and Development Act.
- 4.2 Prior to the formal pre-application meeting with the Planning Authority under Section 247, a comprehensive pack of documentation was submitted to the Planning Authority for consideration, including the following:
- A detailed pre-application cover letter and development details report prepared by John Spain Associates
 - A sustainability statement
 - A draft tree report and tree survey drawings
 - Draft site location map, site layout plan and architectural drawings
 - Draft landscape design report and landscape drawings
 - Draft flood risk assessment and engineering services report
 - Draft TTA and transport maps
 - Draft Part V proposals
- 4.3 The proposed development as now put forward to the Board for consideration is the product of an iterative process which has taken full account of, and responded to, the issues and points raised during the course of the pre-application consultation discussions with the Planning Authority, and (particularly) the pre-application consultation undertaken with the Board. Following the meeting with An Bord Pleanála and the subsequent opinion issued by the Board, the development proposal has undergone significant design changes which seek to respond in full to the constructive feedback provided by the Board.
- 4.4 The following subsections of this report detail the points raised and discussed during the course of the pre-application meetings with the Planning Authority prior to the submission of the pre-application request to the Board, and provides a summary of how these points were responded to.
- 4.5 The accompanying Statement of Response report prepared by John Spain Associates and the detailed Response Statements prepared by JSA and other design team members provide a specific response to the items raised during the course of pre-application consultation with the Board, and within the Board's opinion. These statements also provide detail in respect of further consultation undertaken with the Planning Authority after the ABP pre-application meeting, in order to ensure that the views of the Planning Authority were taken into account during the course of design updates based on the Board's opinion. Please refer to the JSA Statement of Response and the associated statements by design team members for further details.

Exploratory Pre- Application Meeting

- 4.6 An exploratory pre-application meeting was held with the Planning Authority prior to the undertaking of a formal pre-application meeting. The exploratory meeting focused on emerging masterplan proposals for the lands, as illustrated in Figure 5 below.

4.7 The Planning Authority welcomed the principle of a major housing and neighbourhood centre development on the subject lands in the context of the existing Development Plan and the new Plan under preparation for the 2019 to 2025 period.



Figure 5: Exploratory Meeting Site

Section 247 Pre-Application Meeting

4.8 A formal pre-application meeting was held at the offices of Meath County Council on the 7th of February 2018. The following representatives from Meath County Council were present at the meeting:

- Pat Gallagher – Planning Department
- Wendy Bagnall – Planning Department
- Teresa O'Reilly – Planning Department
- Mark Harrington – Planning Department
- Joe McGarvey – Roads Department
- Brendan Fulham – Housing Department
- David O'Reilly – Water Services Department

4.9 The following representatives from / for the applicant (Rockture 1 Limited) were in attendance at the meeting:

- Martin Healy – Rockture 1 Limited
- Matt Farrell – Rockture 1 Limited
- Vincent Fay – Rockture 1 Limited
- Gerry O'Neill – MCORM Architects
- Ciaran Byrne – MCORM Architects
- Christy O'Sullivan – ILTP Consulting Engineers
- Joe O'Reilly – JOR Consulting Engineers

- Linda Doyle – Doyle and O’Troitigh Landscape Architects
- Paul Turley – John Spain Associates

4.10 The main issues discussed at the formal pre-application meeting with the Planning Authority are set out below, together with a response to each item directing the reader to where these issues are dealt with in advance of the submission of a pre-application request. Figure 6 below is an extract of the Site Plan submitted, which helps the Board appreciate the evolution of the scheme through the pre-application process.



Figure 6: Emerging Site Plan

Bus stops to be provided on the link road at the eastern side of the subject site.

4.11 In accordance with the above, it is now proposed to provide bus routes along the route of the link road, placed at regular intervals so as to provide for ease of access from the proposed residential units. Please refer to the Site Layout Plan and TTA Report prepared by ILTP Consulting Engineers for further details.

Revised Part V proposals were request to be submitted. It was requested that the single storey houses to be provided be three and four bedrooms.

4.12 The single storey houses to be provided as part of the Part V provision within the scheme are now all to be three and four bedrooms. Please see the Part V package for further details of the proposals.

Internal road layout to comply with DMURS.

4.13 The proposed road layout for the development has been designed to comply with the Design Manual for Urban Roads and Streets. Permeability and connectivity within the development and to surrounding lands has been a key consideration in the scheme design. Pedestrian and cyclists are prioritised with raised table junctions in key locations

ensuring lower driving speeds. Please refer to the TTA and Masterplan / Design Statement for further information, including statements of Compliance with DMURS and the National Cycle Manual.

The TTA should deal with pedestrian and cycle access within and from the development.

- 4.14 The TTA prepared by JOR Consulting Engineers deals in detail with the pedestrian and cycle access to be provided within the proposed development. Segregated cycle and pedestrian routes will be provided along the main north to south road running through the development, along the western side of the link road on the site's eastern boundary, and from east to west through the site (to the south of the neighbourhood centre and apartment buildings
- 4.15 A shared pedestrian and cycle greenway will also follow the western and northern boundaries of the site, providing for a full loop of pedestrian and cycle route linking with the main areas of open space and the neighbourhood centre.

Three-bin system to be used for waste and recycling centre to be provided within the scheme.

- 4.16 Recycling and waste reduction will be encouraged within the development wherever possible. A three-bin system will be provided for within the proposed development, as set out in the Waste Management Plan prepared by Byrne Environmental Consulting Ltd, which is submitted herewith.
- 4.17 A bring bank will also be provided for within the neighbourhood centre area of the development. This will include the provision of 6 no. bottle banks.

ABP SHD Pre-Application Meeting

- 4.18 The tripartite SHD pre-application meeting was held at the offices of An Bord Pleanála on the 13th of April 2018, following the submission of a detailed pre-application package.
- 4.19 The issues raised at the meeting and the subsequent Board Opinion issued on the 27th of April 2018 are addressed in detail in the following submissions accompanying this application, and therefore not repeated herein:
- JSA Overall Statement of Response
 - Timing and Phasing Statement and supporting Socio Economic Study prepared by FAC
 - MCORM Statement of Response to Design Issues
 - ILTP Statement of Response to DMURS, Cycle Manual and the Movement and Transport Issues, including as Section 2 of the TTA and MMP
 - JOR's Water Services Consultation Summary
- 4.20 For reference purposes we include below as Figure 7 an extract of the Site Plan submitted to ABP with the pre-application documentation.



Figure 7: SHD Pre-Application Site Plan

Further Meetings with the Planning Authority

- 4.18 Two further Section 247 meetings were undertaken with the Planning Authority on the 30th of July and 31st of August 2018, and a series of separate consultations were undertaken with the Engineering Departments to address relevant matters arising from the Board's Opinion.
- 4.19 These two meetings focused on the significant revision of the scheme in response to the Opinion of the Board. The meetings focused in particular on the layout of the development and the changes made by the design team to create a more urban structure and form of development.
- 4.20 These meetings with the Planning Authority proved constructive in reaching a design which satisfied the requirements and objectives expressed by the Planning Authority, while also seeking to fully address concerns raised by the Board.
- 4.21 The result of the overall pre-application process is a scheme which has undergone

wholesale evolution, with an iterative design process leading to a development which is considered to represent an exemplar in terms of sustainable urban expansion for Dunshaughlin.

5.0 DESCRIPTION OF THE PROPOSED DEVELOPMENT

5.1 This final application to the Board relates to a Strategic Housing Development (SHD) comprising of 913 no. units, a neighbourhood centre, childcare facility, community facility and public open space on a site of c. 28.3 hectares.

5.2 The overall description of the proposed development, as set out within the public notices and the SHD application form is as follows:

“The proposed development consists of a residential development comprising of 913 no. residential units, a neighbourhood centre, including 2 no. retail units, a café / restaurant unit, a primary healthcare / gym, a community facility and a childcare facility, all associated open space, a section of the Outer Relief Road, internal roads, cycle and pedestrian infrastructure, services and all other associated development on a site of c. 28.1 hectares.

The 913 no. residential units proposed consist of 505 no. houses (single, two, and three storey), 186 no. duplex units (three storey), and 222 no. apartments (four and five storey).

The 505 no. houses proposed consist of the following:

- 45 no. 2-bedroom houses
- 382 no. 3-bedroom houses (including 4 no. bungalows)
- 50 no. 4-bedroom houses (including 5 no. bungalows)
- 28 no. 4/5-bedroom houses (three storey)

The 186 no. duplex units consist of the following:

- 20 no. 1-bedroom duplex units
- 84 no. 2-bedroom duplex units
- 73 no. 3-bedroom duplex units
- 9 no. 4-bedroom duplex units

The 222 no. apartments consist of the following:

- 50 no. 1-bedroom apartments
- 151 no. 2-bedroom apartments
- 21 no. 3-bedroom apartments

The proposed neighbourhood centre facilities consist of a childcare facility with a GFA of 1,282 sq.m, a community facility with a GFA of 180 sq.m, 2 no. retail units with GFA of 1,000 sq.m and 190 sq.m, a café / restaurant unit with a GFA of 370 sq.m, and a primary healthcare / gym unit with a GFA of 1,040 sq.m.

The development includes the delivery of the Outer Relief Road from the Phase 1 site boundary to the northern site boundary, including connections to adjacent lands, improvements to the section of Outer Relief Road delivered with Phase 1, a bus bay

and toucan crossing on the Dublin Road, a pedestrian / cycle link with Dunshaughlin Business Park to the west, all associated open space, boundary treatment, internal roads, cycle and pedestrian infrastructure, foul and surface water drainage, attenuation tanks, other services and all other associated development.

The development also includes car and cycle parking, ESB substations, foul and surface water drainage, including a pumping station and attenuation tanks, other services and all associated development.”

SHD DETAILS

- 5.3 Having regard to the requirements of the application form and legislation, the following provides a useful breakdown of all relevant development details for this substantial project.

Density

- 5.4 The net residential density of the proposed development will be 42.3 units per hectare, based on a net developable site area of 21.6Ha hectares, and a total of 913 no. residential units to be provided in the scheme. This is a considerable increase in density vis a vis the scheme as submitted at pre-application stage, resulting from changes made to the scheme to respond to comments from the Board during the pre-application meeting that the pre-application stage scheme was not sufficiently urban.
- 5.5 The overall residential density for the applicants landholding (including previous phases of The Willows to the south) will be 36.9 units per hectare. Please refer to the site density drawing prepared by MCORM Architects for further details.
- 5.6 The proposed residential density accords with the outer-suburban greenfield nature of the subject site, which is situated in a Moderate Sustainable Growth Town. The Guidelines for Sustainable Residential Development in Urban Areas (2009) provide guidance on the appropriate level of residential density for such sites, with a net residential density of 35-50 units per hectare recommended, and not less than 30 units per hectare.
- 5.7 The MCORM Density drawing the net developable area excludes the section of DORR including in the application and the large area of open space proposed on the F1 zoned lands, which is consistent with Appendix 1 of the Sustainable Residential Development Guidelines, which notes that net site areas exclude major and local distributor roads; primary schools, churches, local shopping etc.; open spaces serving a wider area (which would logically include the F1- open space zoned lands; and significant landscape buffer strips.

Plot Ratio and Site Coverage

- 5.8 The proposed development has an overall plot ratio of 0.46 and site coverage of 21.1%.

Gross Floor Area

- 5.9 The proposed residential accommodation comprises a total of 96,979.4 sq.m gross floor area. The proposed non-residential elements comprises of 4,062 sq.m. The total gross floor area of the overall development is 101,041.4sq.m.

Unit Mix / Residential Development

5.10 As noted above and within the public notices, the 913 no. residential units proposed consist of 505 no. houses (single, two, and three storey), 186 no. duplex units (three storey), and 222 no. apartments (four and five storey).

5.11 The 505 no. houses proposed consist of the following:

- 45 no. 2-bedroom houses
- 382 no. 3-bedroom houses (including 4 no. bungalows)
- 50 no. 4-bedroom houses (including 5 no. bungalows)
- 28 no. 4/5-bedroom houses (three storey)

5.12 The 186 no. duplex units consist of the following:

- 20 no. 1-bedroom duplex units
- 84 no. 2-bedroom duplex units
- 73 no. 3-bedroom duplex units
- 9 no. 4-bedroom duplex units

5.13 The 222 no. apartments consist of the following:

- 50 no. 1-bedroom apartments
- 151 no. 2-bedroom apartments
- 21 no. 3-bedroom apartments

5.14 The following table provides a detailed breakdown of the broad range of housing types proposed, and sets out the percentage of the overall unit number which each housing type comprises.

Breakdown of Unit Mix – Absolute Figures and Percentage			
HOUSES			
Unit Type	Total No.	Percentage of Houses (505 Total) - Rounded	Percentage of Overall Unit No.
2 – Bedroom	45	9%	5%
3 – Bedroom	382	76%	42%
4 – Bedroom	50	10%	5%
4 / 5 – Bedroom	28	6%	3%
DUPLEX UNITS			
Unit Type	Total No.	Percentage of Duplex Units (186 Total) - Rounded	Percentage of Overall Unit No.
1 – Bedroom	20	11%	2%
2 – Bedroom	84	45%	9%
3 – Bedroom	73	39%	8%
4 - Bedroom	9	5%	1%
APARTMENTS			
Unit Type	Total No.	Percentage of Apartments (222 Total) - Rounded	Percentage of Overall Unit No. – Rounded
1 – Bedroom	50	26%	5%
2 – Bedroom	151	68%	17%
3 – Bedroom	21	9%	2%

-
- 5.15 The above table demonstrates the broad mix of unit types and sizes within the scheme. The breakdown of residential development to be provided has been updated and amended in order to respond to the concerns raised by the Board in respect of urban form and design.

Building Heights

- 5.16 The houses within the proposed development are primarily two and three storeys in height, with a small number (9 no. in total) of single storey units provided. The duplex buildings within the scheme are primarily three and four storeys in height, while the apartment buildings are primarily four and five storeys in height.
- 5.17 These heights are in accordance with the guidance set out within the **2018 Building Height Guidelines**, which espouse the provision of a mix of building heights within new suburban / outer urban schemes, in order to achieve sustainable densities and to avoid the monotony of repetitive low-rise traditional housing estates. The distribution and variety of heights within the scheme has been enhanced since the pre-application submission to the Board, in order to provide for a more urban scheme which will create an appropriate urban edge for the town.



Figure 8: CGI Image of the proposed apartment buildings (Cell 27)

Neighbourhood Centre Facilities / Non-Residential Uses

- 5.18 The SHD scheme provides for a range of neighbourhood centre-type ancillary uses, located within the higher density area of the scheme at a central location, and adjacent to the outer distributor road.
- 5.19 The proposed neighbourhood centre facilities consist of a childcare facility with a GFA of 1,282 sq.m, a community facility with a GFA of 180 sq.m, 2 no. retail units with GFA of 1,000 sq.m and 190 sq.m, a café / restaurant unit with a GFA of 370 sq.m, and a primary healthcare / gym unit with a GFA of 1,040 sq.m.

-
- 5.20 The inclusion of these facilities within the overall development ensures compliance with the neighbourhood centre objective on the subject lands in the County Development Plan zoning map. These neighbourhood centre facilities will ensure ease of access to amenities and facilities for future residents of the SHD scheme, and will also be conveniently located for residents of the permitted and under consideration phases of The Willows to the immediate south of the SHD site off the R147 road.
- 5.21 The proposed neighbourhood centre uses will add significantly to the vibrancy and amenity of the area, without challenging the retail primacy of Dunshaughlin Town Centre.



Figure 9: CGI of the proposed neighbourhood centre area, with the café / restaurant unit seen in the right middle ground

Car Parking

Houses

- 5.22 The houses within the proposed scheme are each provided with two car parking spaces, located primarily within the front curtilage of the house units. This equates to a total car parking provision of 1010 spaces for the proposed houses within the scheme. This level of provision is in accordance with the standard set out in the Meath County Development Plan 2013-2019 (Table 11.9).

Apartments and Duplex Units

- 5.23 Car parking is provided at a rate of one space per unit, plus one visitor space for every four units for the apartments within the proposed development, which is in accordance with the provisions of the 2018 Apartment Guidelines. This equates to 276 spaces in total for the proposed apartments within the development.
- 5.24 Two car parking spaces are provided for each of the 3 & 4-bedroom duplex units proposed (146 186no. spaces) with one space provided for each one and two bed duplex units, plus

one visitor space per four units (providing for an overall total of $130 + 186 = 316$ spaces for the propose duplex units).

Neighbourhood Centre Facilities

- 5.25 85 no. spaces are proposed in total for the neighbourhood centre / community uses located within the neighbourhood centre area of the scheme. As is discussed in further detail below, this level of provision is considered to be justified on the basis the location of these ancillary uses within the centre of this large development scheme, providing for ease of access primarily on foot or bicycle. Furthermore, it is considered that many trips to this area of the scheme will be linked trips (i.e. related to more than one of the uses within the neighbourhood centre).

Cycle Parking

Houses

- 5.26 The County Development Plan states that cycle parking should generally be provided at a rate of one space per three car parking space within a development. Each of the houses within the scheme are provided with 1 no. cycle parking spaces (located within the front curtilage of terraced houses and within the rear curtilage of end of terrace / detached / semi-detached houses).

Apartments and Duplex Units

- 5.27 1 cycle parking spaces are provided for each of the apartment units and duplex units within the proposed development.

Neighbourhood Centre Facilities

- 5.28 30 no. cycle parking spaces are provided for the neighbourhood centre element of the scheme, located to the north and south of the retail/commercial area.

Phasing of Development

- 5.29 It is proposed that the development will be delivered in three phases, which have been set out on the accompanying phasing drawing prepared by MCORM.
- 5.30 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.
- 5.31 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.

- 5.32 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.

Proposals to Integrate with Surrounding Land Uses

- 5.33 Pedestrian and cycle routes will be provided throughout the scheme, with a main arterial pedestrian and cycle route running through the scheme from north to south. This pedestrian and cycle route will be continued via the connection through the lands to the north of the subject site, subject to cooperation with the Local Authority following taking in charge of the development permitted under Reg. Ref.: RA160065, which makes provision for a pedestrian / cycle linkage with the future development on the subject site.
- 5.34 Having regard to the linkages provided for as part of the proposed development, it is considered that the development proposal will ensure strong connectivity with the town centre, existing and future employment uses, and local facilities and amenities.



Figure 10: Extract from site layout plan of Reg. Ref.: RA160065, showing future cycle / pedestrian linkage

- 5.35 The subject site also benefits from access to existing public transport services serving the town of Dunshaughlin. As set out in the Traffic and Transport assessment report prepared by ILTP Consulting and submitted herewith, there are 10-minute bus frequencies along the R147 to the south of the site at peak times, representing a high frequency public transport service.
- 5.36 The proposed development also makes provision for future additional bus services, with bus laybys for stops provided along the link road on the eastern side of the development. these bus stops will be conveniently located for access from the residential development and neighbourhood centre area and will also serve the future playing pitches to be provided by the Local Authority to the northeast of the site.

- 5.37 The site is also located c. 7.5 km from the M3 Parkway railway station, where there is in excess of 1,300 park and ride spaces available with direct train access to Dublin city centre.

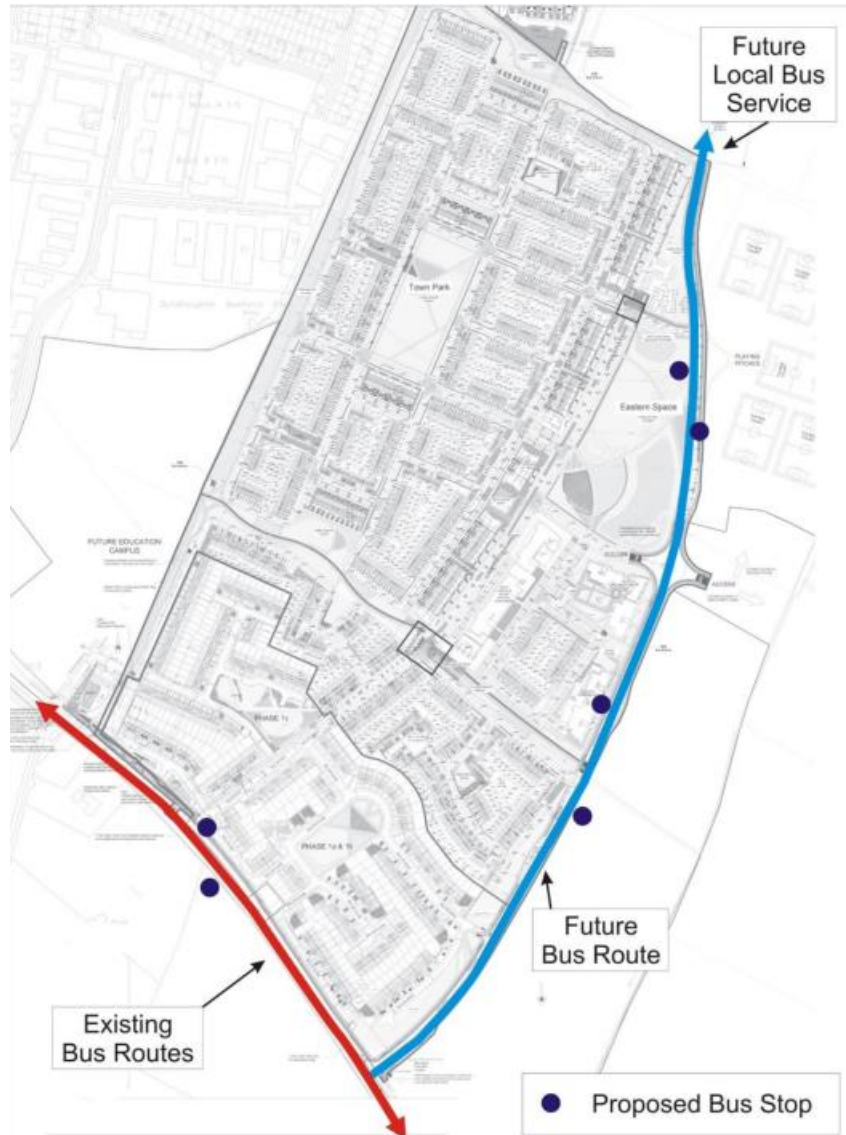


Figure 11: Location of lay-bys for future bus stops on the link road

Design

- 5.38 A broad mixture of unit types and sizes will be provided for within the proposed scheme, ensuring the attractiveness of this new residential area for a wide variety of household sizes and types. The inclusion of varying housing types, including single, two, and three storey houses, duplex units, and apartments located adjacent to neighbourhood centre facilities will also provide the possibility of upgrading and downsizing within the development, ensuring that the development will cater for future demographic changes among its future residents.
- 5.39 Each of the proposed house types demonstrate a considered architectural approach, and the scheme as a whole will benefit from a sense of visual rhythm and interest, based on the variation of house types and layouts throughout. Units local to Public Open Space will

incorporate windows facing the Open Space to provide passive surveillance. End gables facing public areas and Open Space will be enriched with additional windows, features and detailing to provide for passive surveillance.

- 5.40 There are a small number of north facing apartment units within the scheme, however these units have been designed and located so as to ensure that they will provide for a suitable level of sunlight, daylight, and residential amenity, North facing units face onto areas of open space and broad civic spaces, and are provided with large windows to maximise light access.
- 5.41 The sunlight and daylight assessment submitted along with the application (prepared by Digital Dimensions) confirms, based on an assessment of the worst-case units within the development, that the apartment units within the scheme will receive adequate levels of light.
- 5.42 Furthermore, residents of the apartment units will have access to a high standard of facilities and amenities in their immediate locality, including significant areas of landscaped open space. The apartment buildings themselves play an important role in providing for an effective urban design solution within the scheme, with attractive streetscapes and an appropriately urban sense of place. On this basis it is considered that the very small percentage of north facing apartment units within the scheme are justified, and will provide for a good standard of residential accommodation.



Figure 12: CGI of house types within the development, demonstrating the passive surveillance and quality residential environment facing the greenway along the site boundary

- 5.43 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.

-
- 5.44 The development will be arranged as a series of distinctive character areas, defined by varying housing types, densities and layouts. This will ensure that the scheme is legible, memorable and easy to navigate for future residents and visitors alike. The scheme will benefit from a high standard of architectural design, and a similarly high calibre landscape design, which will be undertaken by Doyle + O’Troithigh Landscape Architects.
- 5.45 The proposed neighbourhood centre facilities consist of a childcare facility with a GFA of 1,282 sq.m, a community facility with a GFA of 180 sq.m, 2 no. retail units with GFA of 1,000 sq.m and 190 sq.m, a café / restaurant unit with a GFA of 370 sq.m, and a primary healthcare / gym unit with a GFA of 1,040 sq.m.

Character Areas

- 5.46 The design of the proposed development is arranged as a series of distinct character areas, which will be defined by variations in unit types and design, road layout and hierarchy and related open spaces.
- 5.47 The MCORM Design Statement document submitted herewith provides details of the character areas proposed in terms of their varying architectural design, layout and materiality.
- 5.48 It is considered that the range of character areas within the scheme will imbue the area with a sense of variety and visual interest and avoid repetition in terms of layout, design and materials.
- 5.49 The variation of house types and the differences between the character areas in terms of appearance, layout, and materiality have been augmented on foot of comments made by the board. The scheme now presents an extremely wide variety of house types, which have been developed to ensure that the scheme provides for high quality design on the micro as well as the macro scale, with certain house types designed specifically for individual locations within the site layout.

Open Space

Public and Communal Open Space

- 5.50 The proposed development includes the provision of 51,970 sq.m (5.1 hectares) of public open space, along with 5,192 sq.m of communal open space for the proposed apartment units within the scheme.
- 5.51 This will meet the required level of open space for a residential and neighbourhood centre scheme located on an outer suburban green-field site, while also complying with the zoning objective on the subject site, which includes two areas zoned F1, with an objective to “*provide for and improve open spaces for active and passive recreational amenities*”.
- 5.52 The open space proposed in the development includes the provision of a linear park / greenway corridor along the western boundary of the site, where the site is bound by the Dunshaughlin Business Park, thereby providing a buffer from the proposed residential development to nearby employment related uses. This buffer of green space will include a ‘greenway’ cycle and pedestrian route, and the existing hedgerow along this boundary will be augmented and extended through supplementary planting thereby offsetting the loss of lower quality hedgerow habitat within the interior of the site.

- 5.53 The interaction of the scheme with this linear open space has been improved based on comments from the Board, with enhanced passive surveillance now provided for along the entirety of the route.
- 5.54 A significant area of open space is to be provided near the eastern boundary of the site, in accordance with the F1 zoning of this area of the lands. This area of quality open space will be easily accessible from the neighbourhood centre and higher density apartment element of the proposed development, and from the areas of housing throughout the development as a whole. This area of open space will also incorporate a large children's play area.

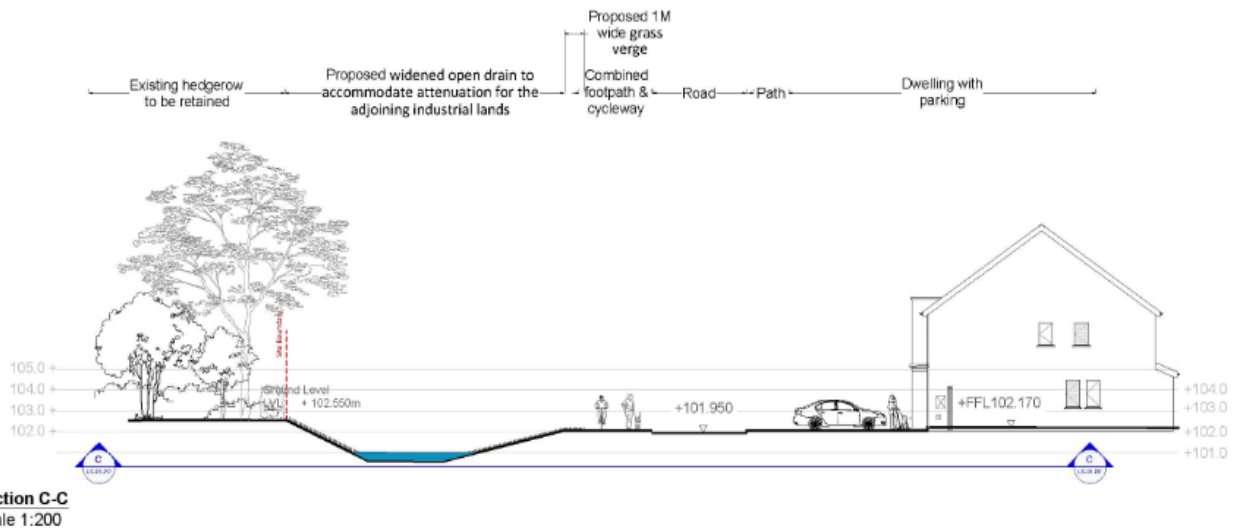


Figure 13: Extract from D+OT landscape section showing the proposed greenway, which now incorporates a SUDs water feature / swale along the western boundary of the site



Figure 14: Extract from D+OT landscape drawing, illustrating the F1 zoned open space area in the northeast of the scheme

- 5.55 The remainder of the public open space within the scheme is to be distributed throughout the development and presented as a series of open squares, pocket parks and recreational areas which will ensure an extremely high standard of open space access and residential amenity throughout the proposed development.
- 5.56 Please refer to the Landscape Design Report, Landscape Drawings and Sections, and Landscape Masterplan prepared by Doyle and O'Troitigh Landscape Architects which is submitted herewith for further details.

Private Open Space

- 5.57 The houses proposed within the scheme provide for private open space in accordance with the standards set out within the Meath County Development Plan of 55 sq.m for two-bedroom houses, 60 sq.m for three bedroom houses, and 75 sq.m for four bedroom houses. Many of the proposed housing units significantly exceed these Development Plan minimums for private open space provision, with generous rear gardens provided wherever possible.
- 5.58 The apartment and duplex units provide for private open space which complies with or exceeds the standards set out within the 2018 Apartment Guidelines, which set down a requirement of 5 sq.m for one-bedroom apartments, 6 sq.m for two-bedroom, three person apartments, 7 sq.m for two-bedroom, four person apartments, and 9 sq.m for three-bedroom apartments. The compliance of the scheme with this standard is demonstrated within the Housing Quality Assessment prepared by MCORM Architects.

Biodiversity & Green Infrastructure

- 5.59 In order to ameliorate against the potential loss of green infrastructure, further ecological compensatory measures are proposed as part of the scheme which include the provision of bat boxes at appropriate locations, the planting of native hedgerows (linking to boundary hedgerows), developing new compensatory woodlands, planting of flowering trees which are beneficial for pollinators, planting diverse meadow mixes and managing key grass areas zones as meadows.
- 5.60 The application is accompanied by a Tree Survey and Arboricultural Impact Report and accompanying drawings. The EIAR includes a Biodiversity chapter prepared by Openfield Ecological Services with the Bat Survey included as Appendix 5.1. The Biodiversity section of the EIAR confirms that the site is without sensitive ecological receptors, protected species or habitat types.

Appropriate Assessment

- 5.61 The planning application is accompanied by an Appropriate Assessment Screening Report prepared by Openfield Ecological Services. The conclusion of the Screening Report is that there would be no significant impacts on the Qualifying Interests or Conservation Objectives of the Natura 2000 sites considered in this assessment as a result of the proposed development.
- 5.62 Therefore, a Stage 2 Appropriate Assessment is not required in this case.

Waste Management

- 5.63 A Construction and Operational Waste Management Plan has been prepared by Byrne Environmental Consulting Limited (BECL) to accompany this application. As set out within the WMP, the recycling of waste will be maximised during the construction phase, and waste reduction initiatives will be employed.
- 5.64 A three-bin system will be employed in the proposed residential houses. Storage will also be provided within each of the proposed apartments for 10kg of waste separated into general domestic waste, green recyclable waste and organic waste. Bins stores will be provided for the apartment buildings in the scheme which will be easily accessible from the apartment units and will encourage the recycling of domestic waste.
- 5.65 A bring bank/ bottle bank will also be provided within the neighbourhood centre area of the scheme. The bottle bank will comprise of 6 no. bottle banks, while the bring bank will provide for a facility for the collection of clothing by a registered charity. An additional bring-centre is to be accommodated within the Phase 1C scheme to the south of the SHD site.
- 5.66 The neighbourhood centre units will also be provided with designated commercial waste bins for both general and recyclable waste.
- 5.67 The C&OWMP, and the EIAR, also deal with the issue of projected soil removal and re-use during the construction phase of the proposed development.

6.0 CONSISTENCY WITH NATIONAL AND REGIONAL PLANNING POLICY

6.1 The key provisions of national (including relevant Section 28 guidelines) and regional planning policy as it relates to the proposed development is set out in the following sections. The key policy and guidance documents of relevance to the proposed development are as follows:

- National Planning Framework – Ireland 2040 and the National Development Plan;
- Draft Regional Spatial and Economic Strategy for the EMRA (2018);
- Regional Planning Guidelines for the Greater Dublin Area (2010 – 2022);
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;
- Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines- Quality Housing for Sustainable Communities;
- Quality Housing for Sustainable Communities (2007);
- Design Standards for New Apartments (2018);
- Urban Development and Building Height Guidelines (2018);
- Design Manual for Urban Roads and Streets (2013);
- Guidelines for Planning Authorities on Childcare Facilities (2001);
- Smarter Travel – A New Transport Policy for Ireland (2009-2020);
- The Planning System and Flood Risk Management (2009).
- Transport Strategy for the Greater Dublin Area 2016 – 2035

National Planning Framework – Ireland 2040 and the National Development Plan

6.2 The new National Planning Framework was published in its final form on the 16th of February 2018 following a process of consultation. The final National Planning Framework (NPF) document incorporates significant amendments to the Draft NPF document.

6.3 The companion to this document is the National Development Plan, a ten-year strategy for public capital investment of almost €116 Billion. The NPF notes the documents align ‘our investment strategy with our strategic planning documents to, for the first time in the history of our State, create a unified and coherent plan for the country’.

6.4 The National Strategic Outcomes set out in the NPF are:

- Compact Growth
- Enhanced Regional Accessibility
- Strengthened Rural Economies and Communities
- High-Quality International Connectivity
- Sustainable Mobility
- A Strong Economy, supported by Enterprise, Innovation and Skills
- Enhanced Amenities and Heritage
- Transition to a Low Carbon and Climate Resilient Society
- Sustainable Management of Water, Waste and other Environmental Resources
- Access to Quality Childcare, Education and Health Services

6.5 The NPF seeks to influence the location of new housing development and future population growth, and targets the location of 40% of new housing development within and close to the existing ‘footprint’ of built up areas over the lifetime of the framework.

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- 6.6 The NPF plans for growth of 490,000 to 500,000 people in the Eastern and Midlands region.
- 6.7 The NPF, under National Policy Objective 9, recognises that there is potential in each Regional Assembly Area for significant growth in some settlements (i.e. 30% or more above 2016 population levels). Subject to criteria including the provision of adequate infrastructure and amenities to support such growth, and concurrent employment provision.
- 6.8 It is considered that Dunshaughlin constitutes an opportunity for planned, compact and sustainable growth, via the expansion of an urban area which has strong physical and social infrastructure and potential for significant employment growth. The proposed development will provide for the phased delivery of housing over a 10-year period, which will occur concurrently with employment growth in the town, including employment provision on the lands to the east of the subject site (which are controlled by the applicant) and for which they are investigating the potential to bring forward employment generating development concurrently with the phased development of housing on the proposed SHD lands.
- 6.9 National Policy Objective 4 of the NPF seeks to “*Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being*”. The proposed development will constitute an urban area comprising a high standard of design and ensuring a liveable and attractive environment for future residents.
- 6.10 National Policy Objective 27 seeks to ‘*Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages*’.
- 6.11 The proposed development incorporates a high standard of pedestrian and cycle permeability and provides for new linkages with surrounding land uses and the town centre. This will encourage cycling and walking for shorter trips, both within the proposed development and to access amenities and facilities in the town of Dunshaughlin.
- 6.12 In summary, the NPF supports the provision for planned growth at locations which are equipped to sustain such development. The NPF favours compact development within urban areas and provides that where the expansion of settlements takes place it should be delivered in a sustainable, compact manner. The proposed development constitutes an efficient use of lands which are zoned for residential development at Dunshaughlin, a town which accommodates strong physical and social infrastructure to support growth.

NPF Roadmap Implementation Document (2018)

- 6.13 The Implementation Roadmap for the NPF sets out in detail the transitional arrangements for the implementation of the NPF at regional and local level. The Roadmap document sets out ‘Transitional Population Projections’, and notes that City and County Development Plans will undergo a process of review of review and updating by 2020 / 2021.
- 6.14 The transitional population projections plot a growth trajectory set approximately mid-way between what is currently being planned for in statutory Development Plans if projected forward to 2031, and the more likely evidence based and nationally coherent projected

scenario to 2031 and 2040. These ‘adjusted’ transitional figures will apply to 2026 and will also inform the period to 2031.

- 6.15 The Roadmap document states that in all individual counties where population growth is projected to be at or above the NPF/ NDP national average baseline, provision shall be made to enable planning for aggregate growth within that county up to that figure for each Census year and related intercensal period i.e. to 2026 and, subject to review, 2031.
- 6.16 The Roadmap further notes that the published NPF population projections account for a 25% ‘headroom’ allowance for additional population growth in every County pro-rata, for each Census year and related intercensal period. For the purposes of the transitional population projections for the roadmap, a further 25%, over and above the population projected to 2026 in the NPF has been added.
- 6.17 Cumulatively, this means provision for 50% more growth than is required to 2026 has effectively been accounted for at a national level. It also means that there is limited further requirement for ‘headroom’ for population growth to be incorporated into statutory Development Plans in most cases. However, the roadmap acknowledges that provision for headroom, not exceeding 25%, can be considered to 2026 in those counties where projected population growth is projected to be at or above the national average baseline (i.e. Cork (City and County), Dublin (all four local authorities), Galway (City and County), Kildare, Limerick, Louth, Meath, Sligo, Waterford, Westmeath, and Wicklow.
- 6.18 The transitional population projections for Co. Meath set out within the Roadmap document are as follows:
- 2016 (census population figure) – 195,000
 - 2026 – 216,000 – 221,000
 - 2031 – 225,000 – 231,000
- 6.19 The Implementation Roadmap thereby acknowledges the need for a transitional period to implement the objectives of the National Planning Framework.

National Development Plan 2018 – 2027

- 6.20 The National Development Plan 2018 – 2027 sets out the main investment projects, programmes and priorities envisaged over the next decade in order to drive the implementation of the NPF. The NDP states that the future Dunboyne / M3 Parkway line extension to Dunshaughlin and Navan will be considered during the Mid Term Review of the NTA GDA Transport Strategy.

Draft Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly

- 6.21 Following pre-draft consultation, the draft RSES for the EMRA have been prepared and were issued in November 2018 for further public consultation. The final RSES will be published and adopted in early 2019.
- 6.22 The overarching vision statement of the RSES is “*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*”.

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- 6.23 The draft Regional Spatial and Economic Strategy is a strategic plan and investment framework to shape the future development of the eastern regional to 2031 and beyond. The Eastern and Midland Regional assembly (EMRA) was established in 2015 as part of the regional tier of governance in Ireland. The region covers nine counties, Longford, Westmeath, Offaly, Laois, Louth, Meath, Kildare, Wicklow, and Dublin. The principle function of the assembly is the delivery of a Regional Spatial and Economic Strategy (RSES), a new concept in Irish planning where not only the spatial but also the economic factors that go into the future of the region are brought together into one all-encompassing strategy.
- 6.24 Dunshaughlin would fall within the Medium to Large Town category of the settlement typology provided as Table 4.1 of the draft document. The Draft RSES identify Dunshaughlin as a Town / District Centre and a Key Service Centre in Co. Meath, along with the towns of Ashbourne, Kells, and Trim, within the Retail Hierarchy for the region.
- 6.25 Dunshaughlin is identified within the hinterland area of the Region, close to the boundary of the Dublin Metropolitan Area.
- 6.26 The Draft RSES concurs with the Implementation Roadmap for the NPF, in noting that *“the scale of projected population targets for cities means some transfer of projected growth to their wider metropolitan areas is appropriate, particularly during the transition period to 2026.”* Therefore, the RSES note that as per the NPF Implementation Roadmap, certain local authorities, including Meath may target additional population growth above and beyond the 25% headroom allocated within the figures within the NPF Implementation Roadmap (up to 25% additional growth in addition to the 25% headroom). It will fall to Planning Authorities, including Meath County Council, to allocate this growth.
- 6.27 As noted within the Statement of Response on Timing and Phasing, MCC have stated at pre-application stage for the current proposal, that the subject SHD lands will be zoned for immediate housing delivery under the forthcoming new Development Plan for the County. The Draft RSES and the NPF Implementation Roadmap make provision for the levels of growth necessary to provide for the continued zoning of the subject lands for residential use.

Regional Planning Guidelines for the Greater Dublin Area (2010 – 2022)

- 6.28 The Regional Planning Guidelines for the Greater Dublin Area were published in 2010, with an aim of directing the growth of the Greater Dublin Area (GDA) and implement the strategic planning framework set out in the National Spatial Strategy.
- 6.29 Under the Regional Planning Guidelines, Dunshaughlin is identified as a Moderate Sustainable Growth Town (dependent upon the provision of a railway order for the Navan Rail Line Phase II, including a station at Dunshaughlin).
- 6.30 Strategic Policy EP2 of the Regional Planning Guidelines is as follows:

“To seek sustainable economic growth across the GDA, by the promotion of identified core economic areas across the GDA in both the Dublin and Mid-East Regions to facilitate new employment opportunities for existing populations and seek to reduce the volume of unsustainable long-distance commuting.”

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- 6.31 Dunshaughlin is located within the Hinterland area of the GDA as defined in the RPGs, and is located on a multi-modal transport corridor and the M3 economic Corridor.
- 6.32 The role of Moderate Sustainable Growth Towns located within the hinterland area of the GDA under the RPGs is to serve the rural hinterland as a market town.
- 6.33 The Guidelines, in respect of Moderate Sustainable Growth Towns, state the following:
- “It is critical that in the future Moderate Growth Towns in the hinterland area develop in a self-sufficient manner in the longer term and that continued basis for growth is that they do not become dormitory towns. These towns should provide a full range of local services adequate to meet local needs at district level and for the surrounding rural areas, but not attract long distance travel patterns. Strong social infrastructure should be a feature of such towns, with growth in population happening in tandem with ability of the community to support such growth, particularly in relation to schools and leisure facilities. Economic opportunities through good road connections, good social infrastructure and strong local labour market should be capitalised on to attract a range of enterprises.”*
- 6.34 Dunshaughlin benefits from a comprehensive range of local physical infrastructure and services, along with strong social infrastructure. The town is primed for employment growth, which could take place concurrently with sustainable, compact residential development and population growth.
- 6.35 The RPGs seek to foster the attaining of critical mass in population, services and employment for towns which are designated for growth. The RPGs state that this approach *“can serve the surrounding areas through growth to revitalise town cores and through phased, well designed and integrated expansions to the town”*.
- 6.36 It is noted that under the Local Government Reform Act 2014 that the Regional Planning Framework was altered. The Act resulted in the eight Regional Authorities and the two Assemblies being replaced by three Regional Assemblies. The Regional Authorities for the GDA – The Dublin Region and the Mid-East Region have been replaced by the Eastern and Midland Regional Assembly. One of the main functions of these new Assemblies will include the formulation of Regional Spatial and Economic Strategies, which will replace the RPG’s for 2010-2022. Pre-draft submissions were invited up to February 2018 and it is expected a the RSES will be adopted within the next year. However, the current Guidelines will continue to have effect until a regional spatial and economic strategy is prepared and adopted by the regional assembly.

Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009)

- 6.37 These Guidelines support a plan-led approach to development as provided for in the Planning and Development Act 2000, as amended. Section 2.1 of the Guidelines note that *‘the scale, location and nature of major new residential development will be determined by the development plan, including both the settlement strategy and the housing strategy’*.
- 6.38 The application site is zoned for residential use in the current County Development Plan and is located within the settlement boundary of Dunshaughlin and provides a suitable location for the sustainable expansion of the town over the coming years.

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- 6.39 The Guidelines also provide guidance on the core principles of urban design when creating places of high quality and distinct identity. The Guidelines are accompanied by a Design Manual which demonstrates how design principles can be applied in the design and layout of new residential developments, at a variety of scales of development and in various settings. The proposed development demonstrates a high standard of urban design, which will create a sense of place and distinct identity for the development.
- 6.40 This application is accompanied by a Masterplan / Design Statement, prepared by McCrossan O'Rourke Manning Architects, which demonstrates how the proposed development has regard to and has been developed in accordance with best practice in respect to urban design. The Design Statement should be read in conjunction with this Planning Report and with the plans and particulars accompanying this application.
- 6.41 The Guidelines suggest a net density of c. 35 – 50 units per hectare for outer suburban greenfield sites such as the subject site on the edge of this Moderate Sustainable Growth Town. The proposed development has a net residential density of c. 42.3 units per hectare, based on a net developable site area of 21.6Ha hectares. This is considered to be wholly appropriate for the subject site having regard to the guidelines and the location on the subject site, which is contiguous to the built up area of Dunshaughlin.
- 6.42 The Guidelines focus on the provision of sustainable residential development, including the promotion of layouts that:
- prioritise walking, cycling and public transport, and minimise car use;
 - are easy to access for all users and to find one's way around;
 - promote the efficient use of land and of energy, and minimise greenhouse gas emissions; and
 - provide a mix of land uses to minimise transport demand and reduce traffic speeds in housing developments
- 6.43 The proposed development incorporates design principles such as shared surfaces and raised table junctions to reduce traffic speeds on streets with housing and to prioritise walking and cycling. Segregated cycle paths are also proposed along the main boulevards within the development and quality pedestrian areas are provided throughout. A neighbourhood centre is also included within the proposed residential development to comply with the guidance above. In providing a mix of uses within the development, including retail, gym / healthcare use, a community facility and a childcare facility, the sustainability of the scheme is promoted due to a consequential reduction in the trips generated from the development (as childcare, shopping and socialising can be accommodated within the development itself).
- 6.44 The layout is highly accessible for all users, with a permeable layout both internally and externally as new linkages are provided to surrounding land uses. The layout is considered to be legible, with a clear distinction in design, character and treatment between distributor and local streets.

Urban Design Manual – A Best Practice Guide (2009)

- 6.45 The Urban Design Manual is based around 12 criteria that have been drawn up to encapsulate the range of design considerations for residential development based on “a *distillation of current policy and guidance and tried and tested principles of good urban design.*”

Figure 15: Urban Design Manual 12 criteria



- 6.46 The 12 no. criteria are discussed below in the context of the proposed development:

Context: How does the development respond to its surroundings?

Response:

- 6.47 The Urban Design Manual sets out that new developments should perform effectively as part of its surroundings, and increases in density should respect the form of surrounding buildings. The Manual also recommends that developments should present appropriate responses to the nature of specific boundary conditions.
- 6.48 The layout of the final Strategic Housing Development scheme has been predicated on the need to integrate the development with its surroundings and to provide for a suitably urban development which creates a new urban edge for the town (as was advised by the Board during the course of the tripartite pre-application meeting). The development design and layout have been significantly revised since the tripartite meeting, to be cognisant of surrounding uses, providing for adequate setback and buffering from adjacent employment zoned lands, and ameliorating risk of impact on the residential amenity of adjacent housing developments via the inclusion of generous separation distances.
- 6.49 The location of the higher density area of the scheme in the eastern portion of the site (away from existing residential developments located to the east of the subject site) will ensure that these taller buildings will not precipitate impacts on neighbours in terms of

overlooking or overshadowing, while also ensuring an appropriate urban edge onto the Outer Relief Road.

- 6.50 The development effectively links with its surroundings, and includes the provision of new pedestrian links to adjacent residential areas to the north. The development of further employment uses on the lands adjacent to the SHD site will further integrate the development into the built-up area of Dunshaughlin, while a school campus is to be developed by the Department of Education on lands in the ownership of the applicant to the west of the SHD site. The layout makes provision for a future link with this school campus from the east / west pedestrian and cycle route, linking with the neighbourhood centre area of the development. The development also includes the provision of a link to future playing pitches to the northeast of the site, which are to be developed by the County Council.
- 6.51 The boundary treatments for the subject site include the retention and bolstering of existing hedgerows, with the creation of a pedestrian and cycle greenway through the resulting linear open space, which will benefit from passive surveillance, which has been prioritised in the redesign of the scheme since pre-application stage, to ensure that these routes are safe and comfortable for users.

Connections: How well is the new neighbourhood / site connected?

- 6.52 The Urban Design Manual notes that successful neighbourhoods ‘tend to be well connected to places, facilities and amenities that help to support a good quality of life.’ The Urban Design Manual further notes that the quality and sustainability of a neighbourhood can be measured by ‘how well it is connected to important amenities, and how pleasant, convenient and safe those links are to use.’ Positive indicators include attractive routes for pedestrians and cyclists; proximity to a mixed-use centre, layout facilitating a bus service, easy links to adjoining areas, and appropriate densities aiding the efficient provision of public transport.

Response:

- 6.53 The proposed development provides for excellent levels of connectivity and accessibility. The development includes the provision of new linkages to the town centre and future links with adjacent future education and employment lands for pedestrians and cyclists and provides for well-designed vehicular linkages with the R147 to the south of the site. A pedestrian and cycle link is provided for with the adjacent existing residential development to the north, providing for ease of access and permeability between the SHD development and the Lagore Road area of the town.
- 6.54 The proposed development seeks to promote cycling through the provision of cycling facilities. Quality cycle facilities are provided within the development and cyclists will be able to access the surrounding networks using safe and attractive links which will provide connectivity within the site but also to the wider area of Dunshaughlin.
- 6.55 The development also provides for linkage with the future playing fields to the northeast of the site, and the phased delivery of a link road along the eastern boundary of the site, which will link the R147 with Lagore Road when complete (subject to part delivery by the landowner to the north of the subject site or by the Local Authority via a Part 8 Development).

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- 6.56 The proposed development will benefit from strong connectivity and permeability, thereby encouraging active transit and incentivising more sustainable modal choices.

Inclusivity: How easily can people use and access the development?

- 6.57 According to the Urban Design Manual, inclusive design is defined as *'that which meets the needs of all users, regardless of age, gender, race or sensory and mobility abilities. In its broadest sense, it also means creating places that can be enjoyed by people from all cultural and socio-economic backgrounds.'*

Response:

- 6.58 The proposed development includes apartment and duplex apartments which are suitable for mobility impaired persons, which includes for a bedroom at ground floor allowing for ease of access as needs change and access to upper floors become difficult. Landscape design and detailing of roads and footpaths provide for movement throughout the development by mobility impaired persons, in compliance with Building Regulations Part M.
- 6.59 The proposed development also includes the provision of social housing as required under Part V, which includes the provision of three- and four-bedroom single storey houses to be transferred to the Local Authority. These houses will provide for ease of access for future residents, thereby adding to the variety and suitability of the social housing stock in the county.
- 6.60 With regard to the provision of access for all, it is confirmed that the design of the proposed development complies with the requirements of Part M of the Building Regulations—Access for People with Disabilities. In relation to internal layouts of residential units provision is made for:
- adequate width of house doors allowing for wheelchair access;
 - adequate width of all internal passages allowing for wheel chair use;
 - Part M compliant toilets for disabled users in every house;
 - space allowing for turning circle of a wheel chair in most of the bedrooms in the scheme.
- 6.61 Furthermore, the landscape design and detailing of roads and footpaths provide for movement within the development by mobility impaired persons, including roll-over kerbs and level crossing of all roads.

Variety: How does the development promote a good mix of activities?

- 6.62 The Urban Design Manual states that *'most successful and sustainable communities are ones that contain a good variety of things to do, see and enjoy. For large scale developments, this means providing a good mix of uses, housing facilities and amenities to engender a successful community.'*

Response:

- 6.63 The proposed development provides for a mixture of uses within the overall scheme. The primarily residential nature of the scheme is complemented by the inclusion of

neighbourhood centre type retail units, a large childcare facility, a commercial / medical centre premises, a café / restaurant unit, and a community facility unit.

- 6.64 The development also includes provision for a range of high quality public open spaces, including a large park area on the open space zoned portion of the site, a series of local open spaces including play areas, a linear open space along the western and northern boundary of the site including a greenway, and several smaller pocket parks. The development also provides for linkages with adjacent future playing pitches.
- 6.65 The residential component of the development comprises of a broad mix of unit types and sizes. The wide range of housing types to be provided, in conjunction with the other ancillary uses and open space within the development will ensure a good mix of uses, and ample facilities and amenities to ensure the creation of a successful neighbourhood and a cohesive community. This level of variety will be further enhanced by future employment and education development on adjacent lands.

Efficiency: How does the development make appropriate use of resources, including land?

Response:

- 6.66 The proposed development provides for a net residential density of 42.3 no. units per hectare. This density will ensure the efficient use of these valuably residential zoned lands and includes an appropriate quantum of public open space which will link to the wider green network in this area of the Town and beyond.

Distinctiveness: How do the proposals create a sense of place?

- 6.67 The Urban Design Manual recognises that successful communities often have a distinct and special character, which is derived from elements contained within the other 11 questions. The Urban Design Manual notes that *'interesting urban design and architecture will also have a role in helping an area to form a strong identity.'*

Response:

- 6.68 As set out in the accompanying design statement, and the plans and drawings prepared by MCORM Architects, the layout of the proposed scheme has been devised to provide a legible, permeable layout with a range of dwelling types which, together with a varied use of materials and finishes, engender a definitive sense of place in a new residential community. The design of the development has undergone significant further development and amendment during the period since the tripartite pre-application meeting with the Board, with the scheme now presented providing for a more urban sense of place, with higher density and new housing typologies and layout in order to respond fully to issues raised by the Board.
- 6.69 The scheme is laid out in a series of character areas, characterised by differing house types (a considerable range and variety of house types have been introduced), duplex, and apartment varieties, materiality and variations in the palette of materials proposed.
- 6.70 The sense of place will be strengthened by the inclusion of areas of active and passive green space for the enjoyment of residents and others, all of which will benefit from enhanced passive surveillance from surrounding residential units to encourage a safe

sense of place, discourage anti-social behaviour and facilitate effective community policing. Strong visual and physical connections are prioritised between the proposed residential units and the proposed recreational areas, open spaces and other uses, while secondary connections will link the scheme with the surrounding areas.

- 6.71 There is a variety and mix of dwelling types, heights and design, with a mix of apartment buildings, duplex buildings, and houses, proposed throughout the scheme, thereby providing a distinctive sense of place on site. In this regard it is proposed to provide a range of dwelling typologies, including apartments, duplex units/terrace, single storey houses and detached and semi-detached dwellings as well as a neighbourhood centre/hub to include a crèche, community facility, retail and commercial space.

Layout: How does the proposal create people-friendly streets and spaces?

- 6.72 The Urban Design Manual states that *'how the site is laid out is one of the key determinants of successful places'*, and that *'the layout of a neighbourhood can help to determine an area's character and sense of place.'* Positive indicators include a permeable interconnected series of routes that are easy and logical to navigate around, active street frontages with front doors directly serving the street, traffic speeds controlled by design and careful location of public and communal open spaces.

Response:

- 6.73 The layout of the proposed development has been amended and updated predicated on the need to provide for a permeable, easily navigable network of streets and spaces which will provide for ease of access and make for comfortable spaces to use for pedestrians and cyclists.
- 6.74 Tabled junctions are included in the street design to control traffic speeds within the development, and segregated cycle and pedestrian routes are provided to encourage active transit modes.
- 6.75 The layout plan provides for a legible, permeable layout, as well as the provision of a range of dwelling types together with a varied use of materials and finishes, engender a definitive sense of place in a new residential community. The revised scheme includes areas of shared surface streets or homezones, which provide for enhanced pedestrian and cyclist priority, slowing down vehicular traffic within the scheme.

Public Realm: How safe, secure, and enjoyable are the public areas?

- 6.76 The Urban Design Manual notes the importance of high quality open spaces within new developments and that *"the most successful neighbourhoods contain streets, squares, parks and public gardens that are as good quality – if not better, than the private buildings and spaces within the neighbourhood."* The Guidelines recommend that open spaces are suitably proportioned and overlooked by surrounding homes so that amenities are safe to use; and that roads and car parking areas should be considered as an integral landscaped element in the design of the public realm.

Response:

- 6.77 The proposed development includes a high-quality series of public open spaces, including a large park area, smaller open spaces and pocket parks, pedestrian plazas, and a linear open space with greenway along the site's western and northern boundaries.
- 6.78 The open spaces will benefit from passive surveillance and overlooking from adjacent residential units, and will be accessible for all future residents of the development. The Landscape Design Drawings and Statement prepared by Doyle O'Troitigh Landscape Architects which are submitted herewith clearly demonstrate the design rationale for the quality open space proposed.
- 6.79 The proposed open spaces and public realm will be safe, secure and comfortable for the use of future residents.

Adaptability: How will the buildings cope with change?

- 6.80 The Guidelines recommend that new homes are energy efficient and equipped for challenges anticipated from a changing climate; homes should be capable of subdivision and adaptation with space available in the roof or garage for easy conversion into living accommodation.

Response:

- 6.81 Each of the proposed dwellings meets or exceeds the minimum standards for residential unit size. The development provides a mix of 1, 2, 3 and 4-bedroom units that can be easily reconfigured to adapt to the changing life cycles and personal needs of each resident.
- 6.82 The overall architectural style is contemporary and reflects the modern requirements to balance a high standard of design with the need to satisfy energy reducing objectives. Similarly, all proposed house types incorporate generous space standards so as to provide for adaptable living requirements.

Privacy / Amenity: How do the buildings provide a high-quality amenity?

- 6.83 The core objective set out in the Urban Design Manual is to create homes *"that people are proud to call home and which encourage people to continue living in the development and contributing towards a strong, sustainable community"*. The Urban Design Manual highlights the increasing importance which the level of storage available in homes plays in making a liveable home.

Response:

- 6.84 Each dwelling is provided with an area of useable private open space which meets or exceeds the Development Plan standards. All of the dwellings meet or exceed the Section 28 Guidelines unit size requirements. The design of dwellings has also had due regard to the siting and orientation of the development in order to maximise the solar gain and natural light aspect of each dwelling.
- 6.85 The development provides for adequate separate distances between dwellings. This maintains a high level of privacy and amenity obtained by residents, and reduced the level

of overlooking and overshadowing. Please refer to the MCORM HQA document for further details.

Parking: How will the parking be secure and attractive?

- 6.86 The Guidelines seek to ensure that appropriate car parking is on-street, and within easy reach of front doors; that parking is provided communally to maximise efficiency and accommodate visitors; and that materials used for parking areas are of similar quality to the rest of the development. Adequate, secure facilities are required for bicycle storage.

Response:

- 6.87 The parking throughout the development will be executed to a high standard and will be integrated with the wider landscaping of the proposed scheme. Provision will also be made for covered cycle storage within the neighbourhood centre area of the development to serve the proposed apartments and neighbourhood centre units.
- 6.88 The parking provision within the development is well laid out with an emphasis on residential parking within the curtilage of the proposed residential units, in order to reduce street clutter and ensure an environment which encourages walking and cycling. The parking areas proposed to serve the neighbourhood centre will be set amongst landscaped planted areas and screened from the surrounding residential areas to preserve their visual amenity.

Detailed Design: How well thought through is the building and landscape design?

- 6.89 The Urban Design Manual notes that the finished quality of a scheme can have a significant effect on a development's character sense of place and legibility and that the quality in the detail of the architecture and landscape design *'will help all of the previous eleven questions to meet their full potential.'*

Response:

- 6.90 The proposed development has been subject to pre-application meetings with the Planning Authority and An Bord Pleanála prior to the lodgement of this final SHD application. Further s.247 pre-application meetings were undertaken with the Planning Authority following receipt of the Board's Opinion. Over the course of the design process the design of the scheme has been updated and finetuned in an iterative process which has resulted in a scheme which is considered to be well thought-out and which provides for a more urban feel and strong civic character, as requested by the Board during the course of pre-application consultation.

Delivering Homes, Sustaining Communities (2008)

- 6.91 The Department's policy statement Delivering Homes, Sustaining Communities, Guidance provides the overarching policy framework for an integrated approach to housing and planning. The statement notes that demographic factors will continue to underpin strong demand for housing, which in turn will present considerable challenges for the physical planning of new housing and the provision of associated services. The quality of the housing environment is stated as being central to creating a sustainable community.

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- 6.92 The project Architects for the proposed development had regard to the above documents when preparing the application and the application is accompanied by a Housing Quality Assessment which demonstrates compliance with the quantitative standards set out in the Guidelines.

Design Standards for New Apartments (2018)

- 6.93 Sustainable Urban Housing: Design Standards for New Apartments 2018 Guidelines are also intended to promote sustainable housing, by ensuring that the design and layout of new apartments provide satisfactory accommodation for a variety of household types and sizes- including families with children- over the medium to long term. These Standards, issued under section 28 of the Planning and Development Act, as amended, supersede development standards for apartments which are contained in local planning policy documents.
- 6.94 This SHD Application to An Bord Pleanála is accompanied by a Housing Quality Assessment (HQA) document for typical apartment and house types within the development prepared by MCORM Architects which demonstrates the consistency of the proposed development with the relevant quantitative standards required under the 2018 Apartment Guidelines.
- 6.95 Under the Guidelines, the minimum GFA for a 1 bedroom apartment is 45 sq.m, the standard for 2 bedroom apartment (3-person) is 63 sq.m, the standard for a 2 bedroom (four-person) apartment is 73 sq.m, while the minimum GFA for a 3 bedroom apartment is 90 sq.m.
- 6.96 The proposed apartments will accord with the requirement in the Guidelines for more than 50% of the units to be dual aspect units. The proposed apartments have also been designed to accord with the Guidelines in terms of units per stair core, storage areas and private amenity spaces.
- 6.97 The Guidelines provide further guidance on locations which may be suitable for reduced car parking provision stating:

*'In **suburban/urban locations served by public transport or close to town centres or employment areas** and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), **planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard**' (Emphasis Added).*

And;

*'As a benchmark guideline for apartments in relatively peripheral or less accessible urban locations, **one car parking space per unit, together with an element of visitor parking, such as one space for every 3-4 apartments, should generally be required**' (Emphasis Added).*

Urban Development and Building Heights Guidelines (2018)

- 6.98 The Urban Development and Building Heights Guidelines for Planning Authorities were published in their final form in December 2018 under section 28 of the Planning and

Development Act 2000, as amended. Under Section 3 of the Guidelines (Development Management Principles), it is stated:

“In relation to the assessment of individual planning applications and appeals, it is Government policy that building heights must be generally increased in appropriate urban locations. There is therefore a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility.”

6.99 Paragraph 3.4 of the Guidelines (which relates to development on lands in suburban / edge locations) notes that housing developments outside city and town centres and inner suburbs, i.e. those which are located on the suburban edges of towns and cities, typically now include town-houses (2-3 storeys), duplexes (3-4 storeys) and apartments (4 storeys upwards).

6.100 The Guidelines note that this pattern of development addresses *“the need for more 1- and 2-bedroom units in line with wider demographic and household formation trends, while at the same time providing for the larger 3, 4 or more-bedroom homes across a variety of building typology and tenure options, enabling households to meet changing accommodation requirements over longer periods of time without necessitating relocation”*.

6.101 The guidelines go on to note that this pattern of development can also provide for the development of an attractive *“street-based traditional town environment with a good sense of enclosure, legible streets, squares and parks and a strong sense of urban neighbourhood, passive surveillance and community...”*.

6.102 On that basis, the Guidelines state that development outside city centres and suburbs (i.e. suburban edges of towns and cities) should include *“an effective mix of 2, 3 and 4-storey development which integrates well into existing and historical neighbourhoods and 4 storeys or more can be accommodated alongside existing larger buildings, trees and parkland, river/sea frontage or along wider streets”*.

6.103 The proposed development provides for an effective mix of development heights, ranging from a small number of single storey Part V units, two store houses, three storey duplex units, and four and five storey apartment buildings. The apartment and duplex buildings are focused on wider streets within the development and adjacent to open space, in order to provide for an appropriate sense of enclosure and passive surveillance.

6.104 In circumstances such as those set out above, in locations outside of town and city centres and in suburban locations, SPPR 4 of the Guidelines applies. SPPR 4 is as follows:

“It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:

- 1. the minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled “Sustainable Residential Development in Urban Areas (2007)” or any amending or replacement Guidelines;*
- 2. a greater mix of building heights and typologies in planning for the future development of suburban locations; and*
- 3. avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.”*

6.105 The proposed development accords with the guidance on density as set out within Sustainable Residential Development In Urban Areas (2007). The proposed development provides for a significant range of building heights and typologies in accordance with points 2 and 3 of the above SPPR. The scheme has been amended following consultation with the Board to provide for enhanced enclosure on key streets, and a greater mix of heights to provide for strong urban edges and a more urban ambiance.

Design Manual for Urban Roads and Streets (2013)

6.106 The Design Manual for Urban Roads and Streets (DMURS), 2013, sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas. The issue of compliance with DMURS was a key theme during pre-application consultations with the Planning Authority and resulted in a number of alterations to the layout to the final proposals now submitted.

6.107 DMURS aims to end the practice of designing streets as traffic corridors, and instead focus on the needs of pedestrians, cyclists, and public transport users. The Manual sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. Incorporating good planning and design practice and focus on the public realm, it also outlines practical design measures to encourage more sustainable travel patterns in urban areas. The principle design guidance of DMURS has been considered in the design of this development. As demonstrated in the Masterplan / Design Statement and Traffic and Transport Assessment / Mobility Management Plan report accompanying this final SHD application, the proposed development seeks to prioritise pedestrian and cyclists throughout and around the site in accordance with the policies set out in DMURS.

6.108 The street and building design of the proposed development has had regard to the recommendations of DMURS as it includes proposals for buildings fronting onto streets, raised surfaces at locations within the scheme and the creation of a pedestrian and cycle friendly urban environment. Raised table junctions are utilised throughout the scheme to calm traffic movements and ensure appropriate driving speeds.

6.109 The proposed road hierarchy has been developed in compliance with DMURS principles as it consists of boulevards / avenues traversing the scheme, a network of local roads providing link streets and residential streets which provide access to the housing and prioritise pedestrian and cyclist movements. The proposed main boulevards within the development will benefit from planting, with raised table junctions to calm traffic and reduce speeds, and segregated pedestrian and cycle routes.

6.110 The site layout encourages permeability through appropriate block sizes and a looped system where all streets lead on to other streets. DMURS notes that permeable layouts provide more frequent junctions which have a traffic calming effect as drivers slow and show greater levels of caution. The site layout demonstrates that the proposal has adopted this principle by incorporating a highly permeable road network with numerous junctions and road bends, along with the use of raised table junctions to ensure reduced vehicle speeds.

6.111 Cul-de-Sacs have been kept to a minimum throughout the proposed development to encourage connectivity and permeability throughout the scheme. The scheme provides for pedestrian and cycle linkages with surrounding areas via a link with the existing

residential area to the north, a link with Dunshaughlin Business Park to the west, future linkages with the playing pitches to be developed to the east, and links with the permitted / proposed phases of residential development to the south of the SHD site.

- 6.112 The SHD site will be served by a north-south and east-west cycle and pedestrian axis, with high quality segregated footpaths and cycleways providing access to the links with surrounding lands, and with amenities and facilities within the development including the neighbourhood centre. The western and northern greenway proposed will also enhance pedestrian and cycle permeability and encourage active transit within the scheme.
- 6.113 In addition, the design of the internal access roads includes a number of restrictive road bends and traffic calming measures including raised table junctions, which will ensure low vehicular speeds through the site protecting the vulnerable road user within the site and further encouraging active transit within the site and the wider area.
- 6.114 It is considered that the proposed road layout within the SHD development and will encourage cycling and walking by ensuring safe vehicle speeds via tabled junctions and an appropriate and considered road layout. This will add to the vitality and liveability of the area and encourage a more sustainable modal transport split among future residents, who will be more likely to cycle or walk to access local amenities.

Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009-2020

- 6.115 The Government has committed in '*Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020*' to reducing the total share of car commuting from 65% to 45%, a rise in non-car trips by 55% and that the total vehicle miles travelled by the car fleet will not increase. The key targets are as follows:
- Future population employment growths will predominantly take place in sustainable compact forms which reduces the need to travel for employment and services;
 - 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%;
 - Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work;
 - The total kilometres travelled by the car fleet in 2020 will not increase significantly from current levels;
 - A reduction will be achieved on the 2005 figure for Greenhouse gas emissions from the transport sector.
- 6.116 Key to the achievement of these targets is better alignment between land-use and transport to minimise travel demand. The subject site is located adjacent to high frequency bus services serving the town of Dunshaughlin. Thus, the principle of a residential development in this location would be in accordance with the principles set down in Smarter Travel. The provision of pedestrian and cycle links to the nearby town centre as part of the development, and the inclusion of neighbourhood centre facilities will encourage sustainable modal choices amongst future residents.

Transport Strategy for the Greater Dublin Area 2016 – 2035

- 6.117 This strategy has been prepared by the National Transport Authority. The Vision of this strategy is for Dublin to be a competitive, sustainable city-region with a good quality of life for all by 2030.
- 6.118 The Strategy includes five overarching objectives to achieve the vision which are as follows:
- Build and strengthen communities
 - Improve economic competitiveness
 - Improve the built environment
 - Respect and sustain the natural environment
 - Reduce personal stress
- 6.119 The Strategy sets out measures to achieve the vision and objectives for the GDA. These include better integration of land use planning and transportation, consolidating growth in identified centres, providing more intensive development in designated town and district centres and control parking supply.
- 6.120 The proposed residential development, which provides for a density of c 35 units per hectare, as a sustainable extension of the built up area of Dunshaughlin, adjacent to existing good quality public transport in the form of high frequency bus routes serving the town, is considered to be consistent with the vision and objectives of the Transport Strategy for the GDA.

Guidelines for Planning Authorities on Childcare Facilities (2001)

- 6.121 Guidelines for Planning Authorities on Childcare Facilities (2001) indicate that Development Plans should facilitate the provision of childcare facilities in appropriate locations. These include larger new housing estates where planning authorities should require the provision of a minimum of one childcare facility with 20 places for each 75 dwellings. The threshold for provision should be established having regard to existing location of facilities and the emerging demography of the area where new housing is proposed. The Guidelines advise that sites should be identified for such facilities as an integral part of the pre-planning discussions.
- 6.122 As set out in the SHD application form, the proposed scheme includes the provision of a childcare facility to be located within the neighbourhood centre area of the development. The exact capacity of the proposed childcare facility will only become apparent when an operator comes on board and will be subject to operator's particular requirements and will be dependent on what types of childcare facility are already available in the area. In this regard flexibility is required in respect to the future fit out and type of childcare facility proposed within the development.
- 6.123 The permission for Phase 1C of the willows includes provision for an additional large childcare facility, which will serve Phases 1A, 1B and 1C of The Willows and the first Phase of the SHD application site, and ensure the availability of childcare for the first phase of the proposed SHD development, pending the delivery of the neighbourhood centre childcare facility in the second phase of the SHD development.

6.124 This level of childcare provision is considered to be appropriate given the scale of the proposed development.

Guidelines for Planning Authorities on ‘The Planning System and Flood Risk Management (November 2009)’

6.125 *The Planning System and Flood Risk Management* Guidelines were published by the Minister for the Environment, Heritage & Local Government in November 2009 under Section 28 of the Planning & Development Act 2000 (as amended). The Planning system and flood risk management guidelines require the planning system at all levels to avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere; adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk; and incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

6.126 In order to comply with these Guidelines a Flood Risk Assessment has been prepared by Hydrocare in association with JOR Consulting Engineers, and a separate Stormwater Assessment by JBA, to inform the consideration by the Board of this final SHD application.

6.127 The SSFRA was prepared to comply with current planning legislation, in particular the recommendations of “*The Planning System & Flood Risk Management - Guidelines for Planning Authorities*”.

7.0 CONSISTENCY WITH LOCAL PLANNING POLICY

7.1 This section of the planning report provides an account of the relevant local planning policy documents and includes reference to the following:

Meath County Development Plan 2013-2019

Land Use Zoning Map and Objectives

7.2 The subject site is primarily zoned as objective A2- New Residential, with the northern portion of the site designated as Phase 2 Post 2019 residential lands under the Meath County Development Plan 2013-2019. The A2 zoning objective 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.*” The uses proposed within the development are wholly in accordance with the site’s zoning under the County Development Plan. For further information in respect of the timing and phasing rationale for the proposed development, please refer to the Statement of Response on Timing and Phasing prepared by John Spain Associates.

7.3 The building out of the proposed development would see the delivery of units in a phased manner over the lifetime of the next County Development Plan, and the subsequent Development Plan following that.

7.4 A portion of the lands along their western boundary with Dunshaughlin Business Park is zoned objective F1, with an objective to “*provide for and improve open spaces for active*

and passive recreational amenities". A further portion of the lands located along their eastern boundary of the site is also subject to this open space zoning.

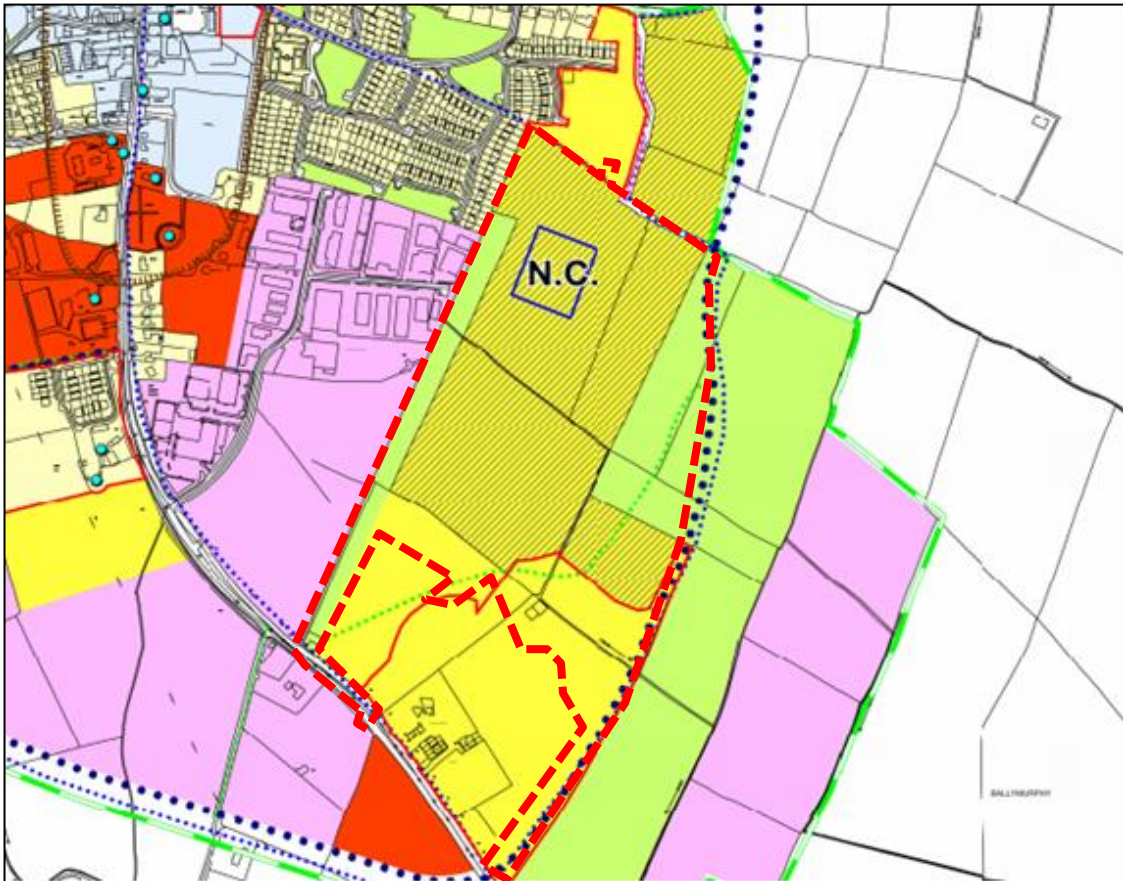


Figure 16: Extract of Zoning Map (Meath County Development Plan)

- 7.5 This zoning objective will be complied with within the proposed scheme, via the provision of a linear park along the western boundary of the site, and the provision of high quality public open space along the eastern boundary of the site, to the north of the proposed apartment buildings and neighbourhood centre, which will serve future residents and be accessible to members of the community from the wider area. Please refer to the Landscape Design Report and Landscape Layout Plan prepared by Doyle and O'Troithigh Landscape Architects for further details.
- 7.6 A small number of residential units (4 no. duplex units and 8 no. apartments) are contained within a single block (within Cell 30 of the Site Layout Plan), which is located on the northern extremity of the F1 zoned lands in the northeast of the site, with this area of open space redistributed within the site within the central 'Town Park' open space area which has been enlarged following the SHD pre-application discussions. This block has been included on foot of comments from the Board and from the Planning Authority at pre-application stage, in order to provide an appropriate urban design response to the large expanse of open space to the south of the block, and to introduce further variety and visual interest to the scheme.
- 7.7 In this respect it was discussed and agreed with the Planning Authority that the provision of a small element of residential development on the F1 zoned lands, and the redistribution of a small equivalent portion of the green space (town park area) to within the denser

elements of the development, so as to ensure adequate access to quality open space for residents throughout the development, while maintaining an appropriately urban design and sense of place. This layout and design move was predicated specifically on the comments of the Board during the pre-application meeting and within their Opinion, in respect of the scheme design and masterplan approach.

- 7.8 However, having regard to Section 3 of the legislation, it is respectfully submitted that if the Board has concerns with this approach of redistributing open space and residential use on this substantial scheme, if so minded they could attach a condition to any grant of permission requiring the omission of this residential building (in Cell 30 of the Site Layout Plan) located on the F1 zoned lands.
- 7.9 There is a zoning objective to provide for a neighbourhood centre on the northern portion of the subject site. The proposed development includes the provision of a neighbourhood centre area, to be integrated with the highest density area of the development. The neighbourhood centre element of the development will include neighbourhood level retail provision, along with a large childcare facility to cater for the population of the new neighbourhood, a café / restaurant unit, healthcare / gym unit, and a community facility.
- 7.10 The proposal also includes the section of the Dunshaughlin Outer Relief Road within the subject lands, thereby complying with the roads objective link along the eastern boundary of the site, as illustrated in the zoning map extract above.

Core Strategy and Settlement Strategy

- 7.11 The town of Dunshaughlin is identified as a Moderate Sustainable Growth town within the County Development Plan, dependent on the granting of permission for a railway order for the Navan Rail Line Phase II. The Development Plan further states:

“Until such time as the railway order for Phase II is approved, Meath County Council considers that the town must develop in a manner consistent with that of a Moderate Sustainable Growth Town, i.e. focusing on self-sustaining, integrated and compact development.”

- 7.12 Objective SS OBJ 1 of the Settlement Strategy is *“To secure the sustainable development of County Meath in accordance with the settlement hierarchy set out in Table 3.2. In doing so, development will be primarily directed towards the identified Large Growth Towns. In towns and villages, development will facilitate in the first instance, the consolidation of settlements and the integration of land use and transport. The expansion of urban areas where it is necessary to facilitate growth as set out in the Development Plan shall promote mixed use development and be guided by the sequential approach in order to create a compact urban form and facilitate sustainable modes of transport.”*

- 7.13 Chapter 3 of the Development Plan ‘Settlement Strategy and Housing’ supports population growth through infrastructure and housing provision as follows:

“S OBJ 11 - “To ensure that Moderate Sustainable Growth Towns develop in a self-sufficient manner with population growth occurring in tandem with physical and social infrastructure and economic development. Development should support a compact urban form and the integration of land use and transport.”

-
- 7.14 It is considered that Dunshaughlin is strategically located to cater for significant new growth and that the proposed development will contribute to supporting a compact urban form and the integration of land use and transport due to the subject sites highly accessible location.
- 7.15 The proposed development would bring about the compact and sustainable extension of the built-up area of Dunshaughlin, on lands which are considered sequentially best suited to accommodate residential development for the town, and in a location which allows for strong linkages with the town centre.
- 7.16 In relation to Moderate Sustainable Growth towns, objective SS OBJ 11 is as follows:
- “To ensure that Moderate Sustainable Growth Towns develop in a self-sufficient manner with population growth occurring in tandem with physical and social infrastructure and economic development. Development should support a compact urban form and the integration of land use and transport.”*
- 7.17 The proposed development provides for the sustainable growth and development of the town of Dunshaughlin, via the provision of compact residential development along with associated physical and community infrastructure and facilities. The proposed development will occur on a phased basis over the duration of a 10-year planning permission, and will be brought forward concurrently with the development of adjacent employment lands which are also in the ownership of the applicant, including the provision of an education campus by the Department of Education to the west of the SHD site.

Housing

- 7.18 The Meath County Development Plan states the following Core Principles in relation to Residential Development:
- “Core Principle 1 - To develop Meath’s critical role in the Dublin and Mid East Region and its role as part of the Dublin City National Economic Gateway maximising on its proximity to Dublin Airport.*
- Core Principle 2 - To facilitate the development of sustainable and socially inclusive communities which generate pride, a sense of place, and a healthy lifestyle; are safe, well connected, well served, environmentally sensitive, thriving and well designed.*
- Core Principle 3 - To promote sustainable economic development to support the population of County Meath in accordance with the guidance and recommendations set out in the Economic Development Strategy for County Meath 2014-2022.*
- Core Principle 4 - To support the sustainable heritage of the County by safeguarding the cultural, natural and built heritage and natural resources, including biodiversity, of the County.*
- Core Principle 5 - To encourage mixed use settlement forms and sustainable centres, in which employment, housing and community services are located in close proximity to each other and to strategic public transport corridors.*
- Core Principle 6 - To support the creation of a compact urban form in all settlements in Meath.*
- Core Principle 7 - To protect and support rural areas through careful management of physical and environmental resources and appropriate, sustainable development.*
- Core Principle 9 - To consolidate population growth and employment in areas best served by public transport and a range of transport modes.*

Core Principle 10 - To promote and support the integration of land use and transport and a modal shift to greater use of sustainable modes of transport, including public transport, walking and cycling.

Core Principle 12- To ensure that future development patterns in Meath accord with the sustainable management of water resources.”

7.19 It is considered that the proposed development is in accordance with the above-referenced Core Principles as follows:

- The proposed development will respond to demand and need for residential development within close proximity to Dunshaughlin town centre and to existing residential areas. The proposal is well located in terms of road infrastructure to Dublin and Navan and is also well served by public transport.
- The proposed development will assist in the consolidation of population growth in Dunshaughlin and in County Meath as a whole. As demonstrated above, the proposed development will benefit from proximate public transport facilities, and strong pedestrian and cycle linkages internally and externally to Dunshaughlin Town Centre.
- As highlighted above, Dunshaughlin is well served by public transport with Bus Éireann services running regularly direct to Dublin City. M3 Parkway Railway Station (PACE) which runs directly to Dublin City Centre is located approximately 10 kilometres from Dunshaughlin and provides a 'park and ride' facility. Dunshaughlin town centre is located approximately 1.2 kilometres to the east of the M3 motorway and provides a direct link to Dublin City to the south and Navan to the north.
- The proposal is for a residential development which exhibits a high standard of architectural and landscape design, and which will provide for a high-quality environment for future residents on a suitable site which is zoned for development of this sort.

7.20 Section 3.6.6 of County Development Plan relates to 'Design of Residential Development' and states, *inter alia*, that *“The primary aim of the Planning Authority in relation to residential development is to deliver high quality living environments to serve the needs of residents. Residential schemes should deliver a range of housing units which vary in size, type and tenure, within an overall scheme design, to accommodate a broad population profile including single person households, couples, and households with children, older people and people with a disability”*.

7.21 The proposed development has been designed to be fully in accordance with all of the relevant residential development criteria set out above in the national planning policy context, in particular the Design Manual for Urban Roads and Streets, as well as the site development criteria set out in the County Development Plan. The proposed scheme will provide a mix of units across a range of house types, apartment types and duplexes. The scheme will therefore be suited to accommodate a broad population profile and provide for opportunities for future residents to upgrade or downsize within the proposed development over time as required. The housing mix within the development has been enhanced following the pre-application meeting with the Board, to ensure an increased variety of unit types.

7.22 The Development Plan, under Section 3.6, sets out the following policies which are considered to be of relevance to the current proposal:

“HS POL 1 - To encourage and foster the creation of attractive mixed use sustainable communities which contain a variety of housing types and tenures with supporting community facilities, public realm and residential amenities.

HS POL 2 - To require a high standard of design in all new residential schemes that are built in a style and scale that is appropriate to the landscape setting.

HS POL 3 - To integrate new housing into the existing social and urban fabric of the County’s settlements detailed in Table 3.2.

HS POL 4 - To promote energy efficiency both during the construction phase and during the lifetime of residential development by sensitive design and layout taking into account topography, orientation and surrounding features.

HS POL 6 - To support the concept of independent living for older people and people with disabilities and ensure where possible that housing for such groups is integrated with mainstream housing in their existing communities. Such housing shall generally be located close to existing or committed community and convenience retail facilities, where possible.

HS POL 9 - To ensure that all new housing is designed in a way that is adaptable and flexible to the changing needs of the homeowner, with regard to the Lifetime Homes guidance contained in Section 5.2 of the Department of Environment, Heritage and Local Government ‘Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities’(2007).

HS POL 10 - To support a sequential approach to residential development in which the first choice location for new housing is within the built up area of towns and villages maximising under-utilised and brownfield lands within and adjoining town and village centres in the first instance and thereafter moving sequentially outwards.”

7.23 The proposed development is fully in accordance with the above policies of the County Development Plan. The proposed development provides for a wide range of unit types and sizes, including houses, duplex units and apartments. The design of the proposed development is cognisant of the site characteristics and will integrate well with existing housing development to the north, permitted residential development to the south, and existing and future employment uses to the east and west of the subject site.

7.24 The housing and associated ancillary uses to be provided will be suited for the elderly due to ease of access to facilities and amenities, and the residential units will be designed in a way that is adaptable for long term use and changing needs of occupants. The subject site is sequentially suited to the provision of the proposed development, as the lands are contiguous to the existing built up area of the town, are in close proximity to the town centre and are adjacent to existing and future employment uses.

Social Strategy / Community Infrastructure

7.25 The following policies of the Development Plan in respect of community infrastructure and social infrastructure are noted and considered relevant to the current proposal:

“SOC POL 1 To support the provision and distribution of a range of social infrastructure facilities in accordance with the Settlement and Core Strategies to meet the needs of the County’s population in liaison with other statutory, voluntary, private sector and community groups.

SOC POL 2 To ensure that, where practicable, community, recreational and open space facilities are clustered, with the community facilities being located in local centres or combined with school facilities as appropriate. Community facilities should be located close to or within walking distance of housing, accessible to all sectors of the community and facilitate multi-use functions through their design and layout.

SOC POL 5 To require as part of all new large residential and commercial developments, and in existing developments where appropriate, that provision is made for facilities including local/neighbourhood shops, childcare facilities, schools and recreational facilities, and to seek their provision concurrent with development.”

- 7.26 In accordance with the above stated Development Plan policies, the proposed development includes the provision of a neighbourhood centre area, which includes the provision of a community facility. This facility will be conveniently located within the highest density area of the proposed development, and highly accessible for all future residents on foot or by bicycle. The facility is also to be located in close proximity to two of the largest areas of landscaped open space in the scheme, and within easy walking distance of the future playing pitches to the northwest.
- 7.27 In accordance with SOC POL 5, the development provides for appropriately sized and located neighbourhood type retail, a large childcare facility, outdoor recreational facilities and play areas.

Transport

- 7.28 Policy TRAN POL 16 of the Development Plan is *“To encourage, where appropriate, the incorporation of safe and efficient cycleways, accessible footpaths and pedestrian routes into the design schemes for town centres/neighbourhood centres, residential, educational, employment, recreational developments and other uses”*.
- 7.29 The proposed development incorporates a high standard of pedestrian and cycle infrastructure, including a system of segregated pedestrian and cycle routes, a greenway pedestrian and cycle route and pedestrian and cycle links with the existing residential development to the north. The internal pedestrian and cycle routes to be provided ensure strong linkages within the development to amenities within the neighbourhood centre, and green spaces. The development provides for future links with the education and employment development to be accommodated on the lands to the west, with an access to tie into the proposed east-west pedestrian and cycle route.
- 7.30 Policy TRAN POL 23 is *“To require planning applications for major developments to demonstrate proposals to address accessibility for pedestrians and cyclists”*.
- 7.31 As set out above, the development provides for a high standard of pedestrian and cycle infrastructure. The quality of the pedestrian and cycle infrastructure proposals is demonstrated in the TTA report prepared by ILTP Consulting Engineers, which includes specific sections on the compliance of the scheme with DMURS and the National Cycle Manual.

Waste Management

- 7.32 WM POL 5 is *“To require the provision of bring banks, bottle banks or other appropriate recycling facilities as part of the overall development in the case of new or extended shopping centre developments and commercial neighbourhood centres, educational, sports, recreational facilities and managed residential developments.”*
- 7.33 The proposed development includes provision of a 6-unit bottle bank and a bring bank within the neighbourhood centre area of the development in accordance with the above policy.

Childcare Facilities

- 7.34 Section 5.8 of the Development Plan sets out the policy of the Council in relation to childcare facilities. The Plan recognises that such facilities constitute key infrastructure required to enable increased participation in the workforce.
- 7.35 The childcare facility proposed herein is ideally located within the neighbourhood centre area of the proposed development. The proposed location of the childcare facility will provide for ease of access from the wider development on foot or by bike, and significantly will thereby reduce the level of driving necessary to access childcare in the area.
- 7.36 Policy SOC POL 21 of the Plan is “*To encourage, promote and facilitate the provision of quality affordable childcare facilities in accordance with national policy and relevant guidelines.*”
- 7.37 Policy SOC POL 23 is to “*promote and encourage the provision of a network of childcare facilities that reflects the distribution of the residential population in the county and to minimise travel distance and maximise opportunities for disadvantaged communities*”.
- 7.38 The location of the childcare facility within the neighbourhood centre element of the overall SHD development will ensure ease of access to the facility via footpaths and cycle paths along the main north-south route through the SHD development which links with the R147 to the south via the previously permitted phases of development. The proposed childcare facility will minimise travel distance and reduce car-based travel thereto, while providing for quality childcare for the new residential development.
- 7.39 As set out above, Phase 1C of The Willows, located to the south of the SHD site, also provides for a significant childcare facility to cater for Phase 1C and the other previously permitted phases of The Willows.

Development Management Standards

- 7.40 The County Development Plan standards for house sizes are as follows:
- One/two bedroom - 55 sq.m.
 - Three bedroom - 60 sq.m.
 - Four bedrooms or more - 75 sq.m.
- 7.41 The houses in the proposed development will exceed the above standards, many by a significant margin.
- 7.42 In accordance with the Development Plan standards, a minimum separation distance of 22 metres will be observed between directly opposing windows.
- 7.43 Public open space (including open space provided on F1 zoned lands) will be provided within the development at a rate which considerably exceeds the standard of 15% set out in the Development Plan. This level of provision is predicated on the need to provide for a good standards of open space provision interspersed with the residential streets, in addition to the larger areas on the F1 zoned lands.
- 7.44 The areas of private open space provided to the rear of the houses within the development will accord to the Development Plan standard of 55 sq.m for two-bedroom houses, 60 sq.m for three bedroom houses, and 75 sq.m for four bedroom houses. The areas of

private open space for each individual unit are provided on the detailed site layout plans provided herewith.

- 7.45 As set out above, the apartments proposed within the development will accord with the 2018 Design Standards for New Apartments in their design, floor areas and layout. These guidelines, issued under Section 28 of the Planning and Development Act, superseded the standards set out within the County Development Plan for apartments.
- 7.46 The Development Plan, under Section 11.2.2.6, sets out requirements for boundaries and screen walls in new housing developments. As set out in the drawings and details prepared by Doyle and O'Troitigh Landscape Architects, the rear garden boundaries of the proposed houses will be defined by 2150 mm pointed block work wall. Front gardens will be defined by 800 mm high estate fencing, while boundaries to roads and open spaces with rear gardens will be defined using 2-metre-high rendered block wall with capping. These proposed boundary treatments have been the subject of discussion with Meath County Council prior to the submission of this SHD application. Please refer to DOT boundary treatment drawing for further details.
- 7.47 The Development Plan requires the preparation and submission of a detailed Transport and Traffic Assessment for residential developments in excess of 200 dwellings. Accordingly, a TTA Report, prepared by ILTP Consulting Engineers is submitted herewith.

Parking

Car Parking

Houses

- 7.48 The houses within the proposed scheme are each provided with two car parking spaces, located primarily within the front curtilage of the house units. This equates to a total car parking provision of 1010 spaces for the proposed houses within the scheme. This level of provision is in accordance with the standard set out in the Meath County Development Plan 2013-2019 (Table 11.9).

Apartments and Duplex Units

- 7.49 Car parking is provided at a rate of one space per unit, plus one visitor space for every four units for the apartments within the proposed development, which is in accordance with the provisions of the 2018 Apartment Guidelines. This equates to 276 spaces in total for the proposed apartments within the development. This level of provision is in accordance with the standards espoused within the 2018 Apartment Guidelines.
- 7.50 Two car parking spaces are provided for each of the 3 & 4-bedroom duplex units proposed with one space provided for each one and two bed duplex units, plus one visitor space per four units (providing for an overall total of $130 + 186 = 316$ spaces for the propose duplex units). This level of provision is in accordance with the standards espoused within the 2018 Apartment Guidelines

Neighbourhood Centre Facilities

- 7.51 85 no. spaces are proposed in total for the neighbourhood centre / community uses located within the neighbourhood centre area of the scheme. As is discussed in further

detail below, this level of provision is considered to be justified on the basis the location of these ancillary uses within the centre of this large development scheme, providing for ease of access primarily on foot or bicycle. Furthermore, it is considered that many trips to this area of the scheme will be linked trips (i.e. related to more than one of the uses within the neighbourhood centre).

- 7.52 The proposed parking provision for these neighbourhood centre uses is below the maximum standards set out in the Development Plan. The proposed level of parking provision is seen to be justified based on the location and nature of the neighbourhood centre uses. These units will serve the population of the SHD development and will be highly accessible on foot and by bicycle via the cycle and pedestrian infrastructure proposed to be provided within the SHD development. It is envisaged that the high standard of pedestrian and cycle infrastructure within the proposed development, coupled with this proposed level of parking provision, will encourage residents to walk or cycle to access these neighbourhood centre facilities.

Cycle Parking

Houses

- 7.53 The County Development Plan sets a standard for cycle parking at one space per three car parking spaces. The proposed development provides for a level of cycle parking well in excess of this standard.
- 7.54 The County Development Plan states that cycle parking should generally be provided at a rate of one space per three car parking space within a development. Each of the houses within the scheme are provided with 1 no. cycle parking spaces (located within the front curtilage of terraced houses and within the rear curtilage of end of terrace / detached / semi-detached houses).

Apartments and Duplex Units

- 7.55 1 cycle parking spaces are provided for each of the apartment units and duplex units within the proposed development.

Neighbourhood Centre Facilities

- 7.56 30 no. cycle parking spaces are provided for the neighbourhood centre element of the scheme, located to the north and south of the retail/commercial area.

Dunshaughlin - Written Statement and Development Objectives for Urban Centres

- 7.57 The '*Written Statement and Development Objectives*' for Dunshaughlin is contained in the County Development and provides a summary of the key policies and objectives from the 2009-2015 Dunshaughlin Local Area Plan which is also discussed below. It contains the following Strategic Policy:

*SP 1 - To operate an Order of Priority for the release of residential lands in compliance with the requirements of CS OBJ 6 of the County Development Plan as follows:
The lands identified with an A2 'New Residential' land use zoning objective corresponds with the requirements of Table 2.4 Housing Allocation & Zoned Land Requirements in*

Volume I of this County Development Plan and are available for residential development within the life of this Development Plan.”

- 7.58 The subject site is partially zoned A2 ‘New Residential’ and the proposal is considered to directly contribute to the provision of new housing stock as prescribed in the Meath County Development Plan and the Development Objectives for Dunshaughlin.
- 7.59 The proposed development also accords with the phasing of the residentially zoned lands (of which the majority are zoned for development post 2019). The proposed development will see the delivery of residential units and neighbourhood centre facilities over the course of a 10 year planning permission on a phased basis. The development will thereby be delivered over the operational period of the next, and the subsequent development plans. For further information in respect of the timing and phasing rationale for the proposed development, please refer to the Statement of Response on Timing and Phasing prepared by John Spain Associates.
- 7.60 The Development Objectives set out within the Development Plan state the following factors to be considered which *“take into account policy at county, regional and national level, have been used to determine the suitability of specific lands for residential development:”*
- **Proximity to the town centre:** *maximise the utility of existing and proposed future infrastructure including public transport options.*
 - **Availability of public transport:** *To maximise public transport investment, it is important that land use planning underpins its efficiency by sustainable transport patterns;*
 - *Availability of community and **social infrastructure facilities** with particular regard to the proximity to **educational facilities**.*
 - *The need to provide **new roads infrastructure** to facilitate development, and;*
 - *Consistency with sequential approach to urban expansion and contribution to a compact urban form. The **development of infill sites** makes a significant contribution in this regard. Leapfrogging beyond other available sites will not be considered favourably. (emphasis added)*

7.61 The proposed development is in accordance with the above prerequisites for sustainable residential development, in that it is located in close proximity to Dunshaughlin town centre and has access various modes of public transport including the M3 Parkway Railway Station which provides access to Dublin City Centre.

7.62 As highlighted in above, the site is well located in terms of community infrastructure and educational facilities serving Dunshaughlin, all of which are within walking distance of the subject site. The proposed development also includes the provision of a childcare facility to serve the population of the development, a community facility and neighbourhood centre retail and primary health care/ gym space.

Dunshaughlin LAP 2009-2015

7.63 As discussed and illustrated above the zoning map and key policies and objectives from the LAP are incorporated into the County Plan. However, in addition we have regard to the 2009-2015 LAP, as discussed below.

7.64 Section 5.2 sets out the residential policies which are considered relevant to the current planning application, as follows:

- LAP Policy Res 1: Provide for the expansion of Dunshaughlin on lands close to the town centre, which may be developed with least infrastructural expenditure and which provide good access to the range of social, educational and economic facilities available in the town.
- LAP Policy Res 2: Encourage in-fill housing developments, the use of under-utilised and vacant sites and vacant upper floors for accommodation purposes and facilitate higher residential densities at appropriate locations, subject to a high standard of design, layout and finish.
- LAP Policy Res 3: Seek a balance and mix in the provision of social, affordable and private housing and in the type and size of units in order to promote a social and demographic balance within the town and to respond to the increasing trend towards smaller household sizes. Social housing will be provided in accordance with the Housing Strategy set out in the County Development Plan.
- LAP Policy Res 4: Ensure that road infrastructure and other infrastructural improvements, community and recreational facilities match the needs of new residents. Housing development will be phased to correspond to the provision of these facilities.
- LAP Policy Res 5: Provide safe and high quality pedestrian and bicycle links between residential areas and retail, recreational and educational facilities in the town.
- LAP Policy Res 6: All new residential developments shall accord with the Department of Environment, Heritage and Local Government's publication – Sustainable Residential Development in Urban Areas.

7.65 One of the key principle which directs the housing policies in the LAP is the delivery of high quality living environment in neighbourhoods with a range of housing types and sufficient community facilities to serve the needs of residents.

7.66 Generally the objective will be to provide a range of residential units, which vary in both size and type, and an overall scheme design which can accommodate a broad population profile including single person households, couples, households with children, older people and people with a disability.

7.67 The design and layout of the proposed development aims to meet the requirements of lifelong living and takes into account the need to ensure that units can be extended and/or adapted in the future.

7.68 The LAP states that Council will require the provision of neighbourhoods rather than traditional housing estates.

7.69 The proposed development provides for an innovative design which will ensure the creation of effective neighbourhoods, including neighbourhood centre facilities which will be within easy reach of all proposed residential units.

7.70 The LAP states that the successful design of a good quality sustainable housing protect depends on the balance struck between a range of factors as detailed below:

- *“Place: Design that respects history, geology, and its natural landscape and encourages individual character of a development and a sense of belonging of development to a place. It discourages soulless, anonymous development.*

- *Public Space: A recognition that the design of public area including ‘Street Furniture’, signage, and lighting, is as important as the design of private spaces, and any design shall have cognisance of this.*
- *Permeability: Urban design in which blocks of buildings are fully permeated by an interconnected street network. This allows for ease of access and a greater spread of traffic movement and effectively discourages inefficient movement and an oppressive sense of impenetrability.*
- *Hierarchy: A clear and legible ordering system which recognises a hierarchy between different types of buildings or roads and their individual parts.*
- *Longevity: Design that creates streets and buildings that will cope with a variety of uses during their lifetime.*
- *Scale: Towns and buildings which, whatever their size, relate to human proportions. A relationship between people and their built environment is encouraged whilst a feeling of being overwhelmed and alienated is discouraged.*
- *Enclosure: Design which establishes a clear distinction between town and country, public and private space, thus encouraging appropriate activities within each where public area are suitably supervised by design. This encourages safe environments and the full and appropriate use of available space whilst discouraging wasteland and degraded no-go areas.*
- *Decoration: Design that encourages visual identity and interest, as well as fine craftsmanship and discourages functional anonymity.*
- *Community: Meeting people’s needs, desires and aspirations and engendering civic pride. A proactive, holistic approach to planning is thereby encouraged whilst a reactive, piecemeal approach to planning and a compromised result is actively discouraged.”*

New Meath County Development Plan 2019-2025

- 7.67 The new Meath County Development Plan 2019 to 2025 is currently being prepared by the Planning Authority. Pre-draft submissions were requested in January and February 2017. Following the publication of the National Planning Framework (NPF.) each region is now required to develop and adopt a Regional Spatial & Economic Strategy (RSES) and all County Development Plans must be consistent with the R.S.E.S. when adopted. In order to allow each county to align the timeframe for their statutory plans with the relevant RSES., the Planning & Development (Amendment) Act 2018 has been enacted and contains a provision that requires Planning Authorities to pause the statutory review process where it is in progress or to vary adopted plans immediately following adoption of the relevant RSES Taking the above into account, Meath County Council has temporarily paused the current review of the Draft Meath County Development Plan 2019-2025 pending the adoption of the RSES.
- 7.71 It is expected that the post-2019 residential zoned lands the subject of this application will be identified as A2 zoned lands in the new Development Plan, without any restriction in respect to land use zoning, having regard to Dunshaughlin’s Moderate Sustainable Growth Town status, the considerable infrastructure and services available in the town, the low level of growth / population when compared to other similar settlements in the County and the population projections for the County for the period up to 2025.
- 7.72 We note under the Strategic Housing Legislation that An Bord Pleanála are provided with the opportunity to grant permission for much needed residential development on lands zoned for residential use, such as the subject lands zoned A2, notwithstanding other objectives / requirements of the Development Plan, for example the phasing of

development. The long title of the Planning and Development (Housing) and Residential Tenancies Act (2016) states that the provisions therein (including Strategic Housing Development) were introduced *“to facilitate the implementation of the document entitled “Rebuilding Ireland - Action Plan for Housing and Homelessness” that was published by the Government on 19 July 2016”*.

7.73 The Rebuilding Ireland Action Plan seeks to provide for a step-change in the rate of housing delivery in the state following a prolonged period of inactivity in terms of housing development. It is considered that the proposed development will play a part in the provision of much needed housing supply in the context of a prolonged and ongoing shortage and increasing housing need. The proposed development will deliver compact, sustainable residential development which responds to this need and demand on appropriately zoned lands and in a manner, which accords with national, regional and local planning policy.

8.0 PART V

8.1 The applicant has entered into discussions with the Housing Department of Meath County Council in respect to the Part V proposals for the subject site.

8.2 The current application accompanied by a Part V site layout plan illustrating the location of the Part V units, an estimate of costs and a cover letter in respect to the Part V proposals for the subject lands to ensure compliance with the Application Form and the Regulations.

8.3 The following Part V provision is proposed as part of the development:

- 9 no., single storey houses / bungalow units
- 40 no. houses
- 18 no. apartment units
- 15 no. duplex units

8.4 This provides for 82 no. Part V units in total and is based on discussions with Meath County Council Housing Department. The Housing Department sought the provision of single storey / bungalow houses as part of the Part V provision. It was suggested that bungalow units should specifically be provided to meet a particular demand in the County and this would allow for a reduction on the overall percentage of Part V units, given the land take, etc. The percentage of units in the proposed development to be provided to the Local Authority under Part V is therefore c. 9% of the total unit no. (913 no.).

8.5 The proposal includes a mix of unit sizes and types to cater for a variety of demand which the applicant understands reflects the current needs of the Council.

8.6 The applicant agrees to accept a condition on a grant of planning permission, if the Board is minded to approve the proposed development, which requires the applicant to enter into a Part V agreement with Math County Council as per their requirements prior to the commencement of development.

9.0 CONCLUSION

9.1 This report has been prepared by John Spain Associates to set out the planning and development context for the proposed Strategic Housing residential development, and all ancillary and associated development, and to demonstrate the consistency of the

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- proposed development with the relevant national, regional and local planning policy context.
- 9.2 The report has also set out the site location and context, relevant planning history and a detailed description of the proposed development.
- 9.3 The statement set out herein also demonstrates the consistency of the proposed development with the relevant national, regional and local planning policy context. At a national and regional level, this statement has demonstrated the consistency of the development with the following:
- National Planning Framework – Ireland 2040;
 - Draft Regional Spatial and Economic Strategy for the EMRA (2018);
 - Regional Planning Guidelines for the Greater Dublin Area (2010 – 2022);
 - Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;
 - Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines- Quality Housing for Sustainable Communities;
 - Quality Housing for Sustainable Communities (2007);
 - Design Standards for New Apartments (2018);
 - Urban Development and Building Height Guidelines (2018);
 - Design Manual for Urban Roads and Streets (2013);
 - Guidelines for Planning Authorities on Childcare Facilities (2001);
 - Smarter Travel – A New Transport Policy for Ireland (2009-2020);
 - The Planning System and Flood Risk Management (2009).
 - Transport Strategy for the Greater Dublin Area 2016 – 2035
- 9.4 This report also demonstrates consistency with the Meath County Development Plan 2013-2019, including the written text and objectives for Dunshaughlin and the Dunshaughlin LAP.
- 9.5 It is respectfully submitted that the proposed development will provide an appropriate form of high-quality residential development for this substantial residential zoned site, which sequentially provides a suitable location for the expansion of this Moderate Sustainable Growth Town in a planned manner, and that the proposal will provide for an effective and efficient use of this green-field site which is highly accessible and well served by public transport.
- 9.6 In conclusion, it is respectfully submitted that the proposed development is consistent with the proper planning and sustainable development of the area, and complies with all relevant national, regional and local planning policies and guidelines and that the proposal as presented constitutes a reasonable basis for an application.

APPENDIX 1: SOCIAL / COMMUNITY INFRASTRUCTURE AUDIT

SOCIAL AND COMMUNITY INFRASTRUCTURE IN DUNSHAUGHLIN

Introduction

The purpose of this report is to provide an audit of the existing community facilities serving the Dunshaughlin area. It provides information on the key population changes occurring in the catchment area and the potential demographic changes arising from the proposed SHD development. The report contains an audit of the existing and proposed social infrastructure in the area relating to:

- Education Facilities;
- Childcare;
- Sport and Recreation Facilities;
- Health Facilities and Social Services;
- Religious and Community Facilities;
- Retail Facilities.

These facilities are assessed to support the proposed development of the subject site for residential use and the provision of a neighbourhood centre. In particular this assessment will demonstrate that there is sufficient community provision within the catchment, therefore the development of the lands will not result in a negative impact on community related activities.

The study area for this audit primarily comprises the Dunshaughlin settlement area, as defined in the 2016 Census of Population.

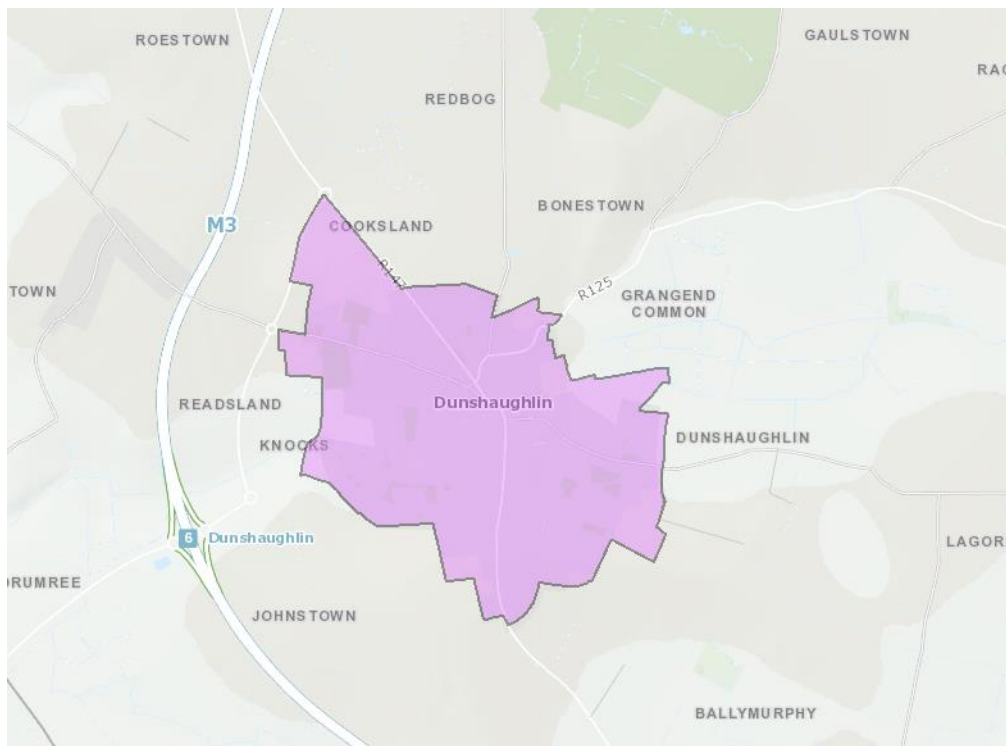


Figure A1: Dunshaughlin Settlement Area (Census 2016)

Education Facilities

There are two primary schools and one secondary school located within the town. Gaelscoil na Rithe primary school and St. Seachnall National School are located off the main street of the town, while Dunshaughlin Community College secondary school is located in the northwest area of the town off Drumree Road.

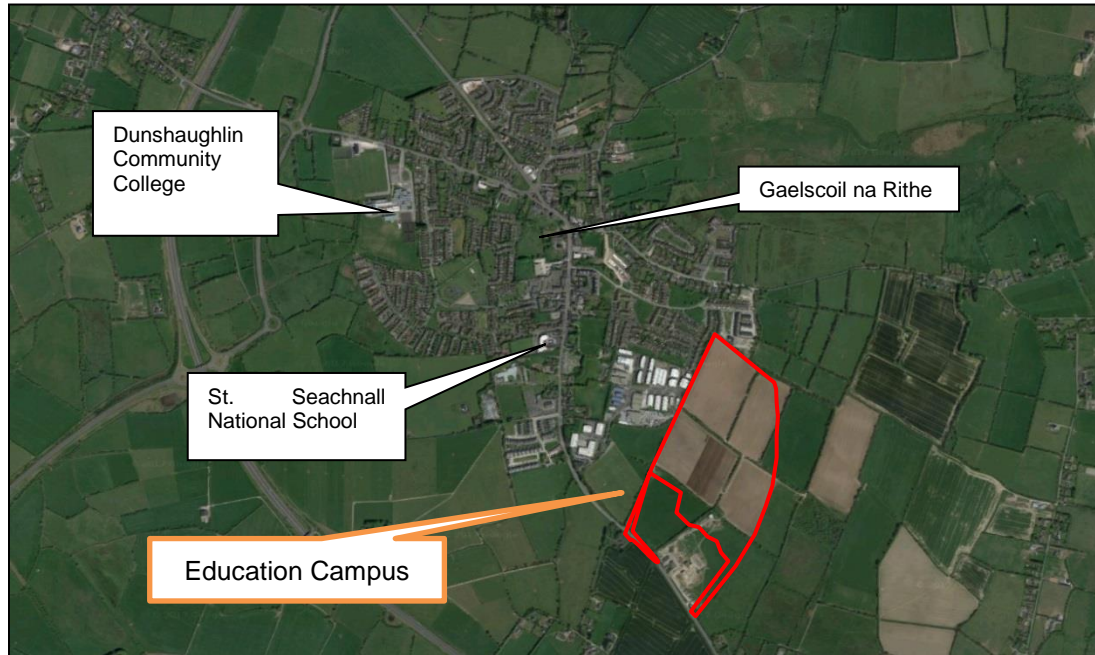


Figure A2: Location of existing schools in Dunshaughlin and future school campus.

Dunshaughlin Community College has capacity for c. 1,050 students. St Seachnall National School has capacity for c. 510 students and Gaelscoil na Rithe has capacity for c. 260 students.

There is also a new school / education campus planned for the town in the short term, as announced by the Department of Education in April 2018. A new 8 classroom primary school is planned for the town, with an indicative opening date of 2019. This school is to be provided on lands located directly adjacent to the SHD site, to the west, on lands in the ownership of the applicant.

It is understood that the lands to the west of the SHd site were selected by the Department of Education as they would provide sufficient space to develop both a primary and secondary school in future. The proposed SHD development provides for future links with this future education campus, including a link from the arterial east-west pedestrian and cycle route which runs through the SHD site.

There are several other primary schools in the vicinity of the proposed development, which are located outside of the built-up area of the town, including:

- Rathbeggan National School
- Rathregan National School
- Dunsany National School

The proposed development would provide 913 no. units, for which a 10-year permission will be sought. This would lead to the delivery of units in phases from c. early 2019 and would allow for

the delivery of units over the subsequent two development plans following the current County Development Plan. It is envisaged that the proposed development would accommodate a population of c. 2,373 persons, based on an average household size of 2.6, which has regard to the continued reduction in average household size, with the most recent 2016 census of population noting an average household size of 2.75.

Based on an average primary school-going age cohort of 12% of the population (per the Department of Education methodology for calculating school demand), the additional primary school-going population which would be provided within this development would be c. 285 no children.

The number of secondary school-going residents within the proposed development is likely to be c. 202, based on a secondary school attendance rate of 8.5% of the population on average.

The population of Dunshaughlin, per the 2016 census was 4,035 (an increase of 132 over the 2011-2016 intercensal period) with a likely primary school-going age cohort of c. 484 no. children and a secondary school-going cohort of c. 343 no. children (based on the above referenced average percentages).

It is considered reasonable to assume that a portion of the additional population from the proposed development would be accommodated within the existing school infrastructure, particularly as the lifecycle of more established residential areas in Dunshaughlin move beyond the school going age. As noted above, the town will also see the delivery of a new school by the Department of Education on lands directly adjacent to the SHD site in the short term.

Childcare

The proposed development includes the provision of a large childcare facility with a GFA of 1,180 sq.m to serve the planned population of the area. A large childcare facility (with a GFA of 520 sq.m) is also permitted as part of the Phase 1C development immediately to the south which is designed with spare capacity to provide for the childcare demand from the first phase of the SHD development.

We have also identified the following current existing childcare facilities as being located within c. 2km of the subject site:

- Sandy's Creche, Grangend, Dunshaughlin;
- Sandy's Creche, Grange Hall, Dunshaughlin;
- Naíronra na Ríthe, Gaelscoil Na Ríthe, Dunshaughlin;
- Lagore Community Childcare Ltd (First Steps), Lagore Road, Dunshaughlin;
- Little Steps, Greenpark, Dunshaughlin; and
- Little Treasures Montessori Pre-School, Supple Park, Dunshaughlin.
- Little Achievers, Powerlough, Dunshaughlin.

Sport and Recreational Infrastructure

Dunshaughlin benefits from a wide range of sport and recreational infrastructure. The town is currently served by a range of facilities including the following:

- Dunshaughlin GAA club
- Dunshaughlin Youth Football Club
- Rockets Basketball Club

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- Dojang Ireland Tawkwondo
 - Kantanai Karate
 - Dunshaughlin Athletics Club
 - TRX Suspension Classes (located in the Dunshaughlin Community Centre)
 - Peak Fitness Gym (located in the Dunshaughlin Community Centre)
 - Lorna Flood Fitness (large gym located in Dunshaughlin Business Park including personal training facilities)

The proposed development will include the provision of a community facility of c. 180 sq.m. This will ensure greater access to community facilities for residents, which will be brought forward in conjunction with the proposed development.

Furthermore, the lands to the northeast of the subject site, zoned for open space / amenity uses are to provide for playing pitches for the Dunshaughlin Youth Football Club (to be developed by the Local Authority) which will constitute a further amenity for the town in close proximity to the proposed development.

The proposed development will also provide areas of high amenity open space with play areas for children in addition to open space areas and a playground permitted to the south within The Willows.

Health Facilities and Social Services

Dunshaughlin Health Centre is located to the north of the Church of Saints Patrick and Seachnall, off the R147 in Dunshaughlin. This health centre provides primary healthcare services for the surrounding catchment. It is understood that there are two additional General Practitioners practices within the town, located at Skyrne Road and Lisheen.

The most easily accessible hospitals from the subject site are those in Blanchardstown and Navan.

There is a dentist's practice / orthodontics clinic located to the north of the town centre on the R125.

It is also proposed to provide for a primary healthcare / gym use within the proposed development, to be located within the neighbourhood centre area.

Religious and Community Facilities

The Church of Saints Patrick and Seachnall is located to the northwest of the subject site off the R147. The church also provides a large pastoral / community centre, which incorporates modern conference facilities and meeting rooms. These are available to facilitate religious groups and charitable organisations, to encourage healthy indoor leisure activities for people of all ages, to promote and foster art, cultural and educational activities and to facilitate meetings and gatherings of a business or commercial nature. Parking is also available for up to 150 cars.

Saint Seachnall's Church is located off Main Street, near to the town centre.

Dunshaughlin Community Centre is located to the south of Dunshaughlin Community College, off Drumree Road. With a weekly footfall of 2,000 people, the Centre is home to a vast array of Clubs, Organisations and Facilities. Opened in the year 2000, the centre provides a range of facilities to the community at large. In 2011, the facility was expanded further by providing a further 2000 sq

ft of accommodation. This development includes a Dance Studio, A Youth Room, Kitchen, Spinning Room and a Community Office. The community centre also accommodates a gym (Peak Fitness).

The list of clubs and societies currently utilising the Community Centre include the following (sourced from the Community Centre website):

- Rockets Basketball Club
- Dunshaughlin GAA
- Dunshaughlin Youths Football Club
- Gaelscoil na Rithe
- St. Seachnalls National School
- Rathbeggan National School
- Dojang Ireland Tawkwondo
- Kantanai Karate
- Fujitsu
- MABS
- Citizens advice
- Special Olympics Ireland
- Dunshaughlin Athletics Club
- Dunshaughlin Community College
- GIY Dunshaughlin
- Enable Ireland
- FAI Soccer Schools
- Meath Local Sports Partnership
- Meath County Council
- Futsal Soccer Academy
- TRX Suspension Classes
- Duffy's Circus
- Liberty House Christian Church

There is a library, run by the County Council located on the town's main street. The library opens Monday to Saturday, with late opening hours provided on Tuesdays and Thursdays. The library also runs a range of children's and adults' events including reading clubs, arts and crafts clubs, toddlers story club, foreign language and Gaeilge classes, and adult art, knitting, sewing, and book clubs.

The proposed development incorporates the provision of a community facility to serve the residents of the proposed development, to be located within the neighbourhood centre area of the scheme.

Retail Facilities

The town is served by a wide range of shops, supermarkets, banks, a credit union, post office, restaurants, cafes, hotels, filling station, a pharmacy and public houses.

A new Lidl-anchored town centre mixed use development has recently been completed in the town, adding to the retail offer available to current and future residents in the area.

The proposed development itself, as revised in response to the ABP Opinion, provides for a 1,160 sq.m anchor retail store, and a further 220 sq.m retail unit, in addition to the aforementioned significant childcare facility and a primary healthcare clinic / gym unit.

Conclusion

This social and community audit has been prepared to assess the community facility provision in the Dunshaughlin area. The audit indicates that the study area is well served by community facilities. As such it is submitted that the proposed residential and neighbourhood centre development can be accommodated by the existing community facilities in the area, particularly bearing in mind the facilities to be provided as part of the development itself.