

3 DESCRIPTION OF PROPOSED DEVELOPMENT

3.1 Introduction

This Chapter of the EIAR provides a Description of the Proposed Development which will be assessed as part of the EIA process.

The Description of Development provides details of this project which requires planning consent. It includes a description of the location of the project and its physical and environmental characteristics. The description of development as set out in this Chapter is also set out in the following chapters prepared by consultants specialising in the environmental topics subject of the Chapters.

In line with the EIA Directive a description of the application site, design, size and scale of development are also discussed within this Chapter. Consideration is also given to all relevant phases of development from construction through to operation. This chapter provides a broader summary description of the proposed development that is subject of this EIAR. The environmental impacts of the proposed development are then examined for each of the prescribed environmental topics discussed in turn under Chapters 5 – 19. A summary of the proposed mitigation measures are set out in Chapter 20: Summary of Mitigation Measures. The residual impacts of the proposed development are summarised under Chapter 21: Summary of Residual Impacts.

This Chapter of the EIAR has been prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants. The Description of Development in Section 3.6 should be read in conjunction with the plans and particulars submitted with the SHD Planning Application.

| Name | Role | Qualifications |
|---------------------|-------------------|---|
| Stephen Little | EIAR Director | Dip Env Mgmt, BA (Hons) TP, Dip TP, Dip EIA Mgmt, MRTPI, MIPI |
| Michael O' Sullivan | EIAR Co-ordinator | Masters in Planning & Sustainable Development (MPlan), MIPI. |
| John Wallace | EIAR Assistant | MSc Planning and Sustainable Development. |

3.2 Site Context & Location

The subject site forms part of the Applicant's wider landholding of c. 18.8 Ha extending north and beyond the Drumree Road. The proposed development forms part of Phase 2 plans for the remaining undeveloped portion of the overall lands in the Applicant's ownership. The lands are greenfield in nature and fall gradually in topography from north to south. These lands are irregularly shaped and largely comprise two distinct sites within the western part of the Dunshaughlin Local Area Plan (LAP) and are bisected by Drumree Road and Dunshaughlin Link Road and comprise a total area of c. 14.8 Ha (which includes the lands zoned F1 – Open Space).

The proposed development is set out in 3no. Character Areas. Character Area 6 (c. 3.75 Ha) comprises a greenfield site bounded to the north and west by agricultural lands, Drumree Road (L2208) to the south and Dunshaughlin Link Road (R125) to the east. A single private dwelling adjoins the subject site along the south eastern boundary.

Character Areas 3 & 4 (c. 8.48 Ha) are generally bounded to the west by the existing Dunshaughlin Link Road (R125), to the south by lands zoned for open space (proposed to be changed to employment use under the Draft County Development Plan) and east by lands zoned for open space and Dunshaughlin Community College, to the north by under construction development of Phase 1 residential lands (currently under construction by the Applicant) and lands identified for neighbourhood centre use which may ultimately accommodate a local centre providing local convenience and service uses.



Figure 3.1: Extract from Google Maps showing site boundary outlined in red (SLA overlay).

The site is ideally located in close proximity to Dunshaughlin town centre (c. 1km) to the east of the subject lands and the amenities therein (supermarkets, restaurants, pharmacies, schools and sports facilities, childcare facilities, primary health centre, library etc.).

The lands are served by a number of bus routes, which connect Navan and Cavan to Dublin City Centre and Belfield (UCD). The 109, 109A and 109B bus routes provide frequent services to Busaras in Dublin city centre (approx. every 20-30 minutes on weekdays), Dublin City Centre and Dublin Airport. Private bus services also connect Dunshaughlin to Dublin City Centre and NUI Maynooth. The subject lands are approximately a 10 minute drive from M3 Parkway (PACE) Railway Station and its park and ride facility which provides direct links to Dublin City Centre. A quality Bus Corridor has been provided along the R147 on the approach to Dunshaughlin Town.

The Dunshaughlin (Phase II) SHD site is zoned 'A2' and 'F1' within the Meath County Development Plan 2013 – 2019 and associated Dunshaughlin LAP.

The subject lands are exceptionally well served by existing road infrastructure, comprising the Dunshaughlin Link Road to the M3 Motorway, which forms the western frontage of Character Areas 3 & 4, and cycle and pedestrian links which have been initiated in the Phase 1 development (currently under construction and is largely occupied) (MCC Reg. Ref. DA120987 ABP Ref. – PL.17.241988 refers) both through the Phase 1 'Dún Ríoga' development and along its frontage with the Drumree Road, which connects east to Dunshaughlin Main Street. Dunshaughlin GAA, Dunshaughlin Community College and Dunshaughlin Community Centre are all located immediately to the north-east and east of the subject lands with their associated playing fields and ballcourts. A wide range of community facilities and amenities within Dunshaughlin Town Centre are also conveniently accessible c. 1km distance.

The site is not within an Architectural Conservation Area (ACA), zone of archaeological interest and does not contain any Protected Structures.

In this context the site presents a sustainable opportunity to deliver the consolidation of medium density, high quality residential development on the edge of Dunshaughlin Town Centre. Heights are appropriately modulating with increased heights turning corners and addressing open space areas and key frontages.

The commercial node of Dunshaughlin is located within 1 kilometre of the subject lands and provides a wide range of shops and services including a large Supervalu and Lidl supermarket, cafes / delicatessens, pubs and restaurants, hair and beauty facilities, boutiques, antique shops, hardware stores, motor repair shops, Bank of Ireland, Credit Union, Post Office, Health Centre, dentists, doctors, library, pharmacies, auctioneers and estate agents.

3.3 Existing & Planned Uses

The lands are currently utilised for agricultural purposes which consist of a series of fields and field boundary used primarily for animal grazing.

The planned uses are for a residential development, a childcare facility and associated site development works including the provision of public open space and pedestrian / cycle infrastructure. Full details of the proposed development are set out in Section 8 of this Report.

3.4 General Description of Proposed Development

The proposed development subject of this Planning Application will generally comprise: -

- **Character Areas 3 & 4** (c. 8.48 Ha) – 266no. residential units comprising: -
 - 159no. Houses (6no. 2-bed, 118no. 3-bed and 35no. 4-bed).
 - 72no. Apartments (Block 01: 10no. 1-Bed and 28no. 2-Bed and Block 02: 11no. 1-Bed and 23no. 2-Bed).
 - 35no. Duplexes (Type 1: 5no. 2-Bed and 10no. 3-Bed and Type 2: 10no. 2-Bed and 10no. 3-Bed).
 - Childcare facility (c. 409 sq. m) at ground floor level of Block 01 and associated outdoor garden and play area (c. 430 sq. m).
- **Character Area 6** (c. 3.75 Ha) – 149no. residential units comprising: -
 - 95no. Houses (73no. 3-bed and 22no. 4-bed).
 - 34no. Apartments (Block 03: 11no. 1-Bed and 23no. 2-Bed).
 - 20no. Duplexes (Type 1: 2no. 2-Bed and 4no. 3-Bed & Type 2: 7no. 2-Bed and 7no. 3-Bed).
- And, all associated and ancillary site development and infrastructural works (including plant), hard and soft landscaping and boundary treatment works including: -
 - New vehicular access provided to Character Area 6 from Drumree Road, to Character Area 3 from the permitted roundabout on the R125 (MCC Reg. Ref. DA120987 – ABP Ref. PL17.241988) and to Character Area 4 from existing southern roundabout on the R125.
 - Provision of enhanced pedestrian and cycle linkages east and north to Phase 1 (Dún Ríoga) and onwards towards Dunshaughlin Town Centre.
 - Provision of internal road, footpath and cycle network including 1no. vehicular bridge and 2no. pedestrian / cyclist bridge crossings over the River Skane and dedicated footpath / cyclepath along the Skane River to the western boundary of Dunshaughlin Community College lands to facilitate connection east to College Park and Dunshaughlin Town Park.

- Provision of foul water drainage, surface water drainage and water supply infrastructure including works along Drumree Road and connections into the existing Phase 1 (Dún Ríoga) network of services.
- Provision of public open space (c. 4.07 Ha) in the form of landscaped linear parks, pocket parks and communal open space areas for apartments and duplexes.
- 664no. car parking spaces & 568no. long and short-term bicycle parking spaces.
- Bin stores and bicycle parking facilities for all terraced houses, duplexes and apartments.
- 6no. ESB Sub-stations.
- The development involves minor amendments to permitted site development works in Phase 1A – Dún Ríoga (MCC Reg. Ref. DA120987 – ABP Ref. PL17.241988).

3.5 Statutory Planning Context

The subject lands are subject to national, regional, sub-regional, county and local planning policy. The following outlines high level planning policy of relevance to the future development of the subject lands. This section will not address the detailed policies and objectives contained in the various plans which are relevant to the proposed Strategic Housing Development at Dunshaughlin, as these are addressed in a separately in the Planning Report, prepared by Stephen Little & Associates, Chartered Town Planners & Development Consultants which accompanies the Planning Application.

3.5.1 National Planning Framework – Ireland 2040

The NPF sees 40% of all new homes nationally being located within the existing built up area of existing settlements.

The NPF marks a shift away from allowing urban sprawl, to more brownfield and infill urban development, focussed on integrated investment in and use of quality public transport focussed development and other essential services, to deliver a denser and sustainably compact urban form.

This means encouraging more people, jobs and activity generally within our existing urban areas. In particular, it requires well-designed, high quality development that can encourage more people, and generate more jobs and activity within existing cities, towns and villages.

This requires that development meets appropriate design standards to achieve targeted levels of growth. It also requires active management of land and sites in urban areas.

The NPF also sets out a number of National Policy Objectives (NPO) that seek to ensure that the over-riding intent of the NPF is delivered. In the context of this proposal, it is considered that the following particular NPOs are worthy of mention: -

National Policy Objective 3a

“Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements.”

National Policy Objective 4

“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.”

National Policy Objective 6

“Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.”

National Policy Objective 9

“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.

National Policy Objective 11

“In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.”

National Policy Objective 13

“In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.”

National Policy Objective 27

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’.

National Policy Objective 33

“Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.”

National Policy Objective 35

“To increase residential density in settlements, through a range of measures including restrictions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights”.

Objective 72a requires Planning Authorities to apply a standardised tiered approach to zoning of land and Appendix 3 of the NPF ‘A Methodology for a Tiered Approach to Land Zoning’ sets out a two-tier approach to land use zoning. The following is set out in relation to Tier 1: Serviced Zoned Land: -

“Tier 1: Serviced Zoned Land

This zoning comprises lands that are able to connect to existing development services, i.e. road and footpath access including public lighting, foul sewer drainage, surface water drainage and water supply, for which there is service capacity available, and can therefore accommodate new development.

These lands will generally be positioned within the existing built-up footprint of a settlement or contiguous to existing developed lands. The location and geographical extent of such lands shall be determined by the planning authority at a settlement scale as an integral part of the plan-making process and shall include assessment of available development services.

Inclusion in Tier 1 will generally require the lands to be within the footprint of or spatially sequential within the identified settlement.”

The proposed development constitutes an efficient and sustainable use of lands in delivering a new plan-led residential neighbourhood on lands zoned for residential use as part of the Meath County Development Plan 2013 – 2019 and Dunshaughlin Local Area Plan 2009 – 2015.

The subject site is located within the settlement boundary of Dunshaughlin Town and within walking distance (c. 10 – 12 minutes) from the town centre and associated social infrastructure which is consistent with NPO 3a, NPO 33 and NPO 35.

Dunshaughlin is a Moderate Sustainable Growth Town and has considerable potential for employment growth.

The subject lands are also uniquely placed in terms of existing infrastructure. The site is immediately adjacent to the Dunshaughlin Link Road, a key completed distributor road for the town which provides direct access to the M3 Motorway. The proposed development will also connect directly to a foul trunk main, surface water outfall and attenuation pond completed within the subject Phase 2 lands as part of Phase 1 works. The subject site can be considered 'Tier 1 Serviced Zoned Land' in the context of the NPF for zoning purposes

3.5.2 Eastern and Midlands Regional Spatial & Economic Strategy

The Regional Spatial and Economic Strategy (RSES) for the East and Midlands provides regional level strategic planning policy for the eastern and midland region, and Dublin, in line with the NPF. Dunshaughlin is identified within the hinterland area of the Region, close to the boundary of the Dublin Metropolitan Area.

The RSES contains the following elements: -

- Spatial Strategy – to manage future growth and ensure the creation of healthy and attractive places to live, work, study, visit and invest in.
- Economic Strategy – that builds on the region's strengths to sustain a strong economy and support the creation of quality jobs that ensure a good living standard for all.
- Metropolitan Plan – to ensure a supply of strategic development areas for the sustainable growth and continued success and competitiveness of the Dublin metropolitan area.
- Investment Framework – to prioritise the delivery of key enabling infrastructure and services by government and state agencies.
- Climate Action Strategy – to accelerate climate action, ensure a clean and healthy environment and to promote sustainable transport and strategic green infrastructure.

The RSES concur 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..."*

The Guiding Principles (p.187) set out in the RSES in relation to the Integration of Land Use and Transport supports the '10 minute' settlement concept, whereby a range of community facilities and services are accessible in short walking and cycling timeframes from homes or accessible by high quality public transport to these services in larger settlements.

Dunshaughlin falls within the "Sustaining Growth Towns" category in Table 4.1 relating to the settlement hierarchy for the region which is defined as: -

"i) Self-Sustaining Growth Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining."

This category of settlement is defined as having "moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining."

Table 4.3 of the RSES states that Self Sustaining Growth Towns should be targeted for consolidation coupled with targeted investment where required to improve local employment, services and sustainable transport options and to become more self-sustaining settlements."

Section 3.2 of the RSES sets out growth enablers and Dunshaughlin is located within the Core Region, close to the Dublin Metropolitan Area, *"the peri-urban 'hinterlands' in the commuter catchment around Dublin"*.

The proposed development is consistent with the regional policy objectives of the RSES that seek to implement the growth targets and national policy objectives of the NPF.

The proposed development of housing on the subject site which is located close to the existing town centre (approximately 10 minutes walking distance – or 1km) is considered sequentially appropriate consolidation of Dunshaughlin westwards. Future linkages to the town centre which will be further facilitated by connections provided within the proposed development will provide further enhanced connectivity in the future.

3.5.3 Meath County Development Plan 2013 – 2019

Core Strategy

The Core Strategy states that “...Meath occupies a strategic location in the Greater Dublin Area (GDA) and benefits from a wealth of natural resources. As a constituent of the GDA, it is part of the largest market in the county and at the centre of Ireland’s primary economic hub.”

The Development Plan has identified Dunshaughlin as a ‘Moderate Sustainable Growth Town’. The Development Plan notes that all of the Moderate Sustainable Growth Towns should develop in a self-sufficient manner and levels of growth should be balanced to ensure that any increase in population will be in tandem with employment opportunities, capacity in physical and social infrastructure and will not be based on long distance commuting.

Dunshaughlin is strategically located to cater for significant new growth and the proposed development will contribute to supporting a compact urban form providing strong linkages and an extension of the built up area of Dunshaughlin on lands which are zoned for new residential development. The proposed development supports the integration of land use and transport due to the highly accessible location of the subject lands. Dunshaughlin is well served by public transport and the Planning Authority have acknowledged that further growth will support the viability of further public transport provision in the medium to longer term with the preferred route for the rail line and planned Dunshaughlin train station located to the west of the town and conveniently accessible to the subject lands.

The proposed development of 415no. residential units and a childcare facility reflect the aspirations set out in the Core Strategy. The proposed scheme provides a sustainable solution for Dunshaughlins growing population, by providing a compact medium-density development on a spatially sequential greenfield site with all the necessary physical infrastructure available and is convenient to high quality public transport options via numerous bus routes serving Dunshaughlin and the existing park and ride facility available at M3 Parkway Rail Station.

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 also exceptionally well located in terms of road infrastructure to Dublin and Navan.

Land Use Zoning

Under the Development Plan, the site is subject to the zoning objective ‘A2’ and ‘F1’, as are the lands in the immediate vicinity of the site.

The zoning objective for A2 reads as follows: -

“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.”

A portion of the lands between Character Area 3 & 4 of the subject site are zoned Objective F1, the objective of which is: -

“To provide for and improve open spaces for active and passive recreational amenities.”

The subject lands are primarily zoned as objective A2 – New Residential with some of the lands proposed as Open Space being zoned Objective F1.

A large portion of the Objective A2 lands are currently designated as Phase II – Post 2019 residential lands under the current Development Plan.

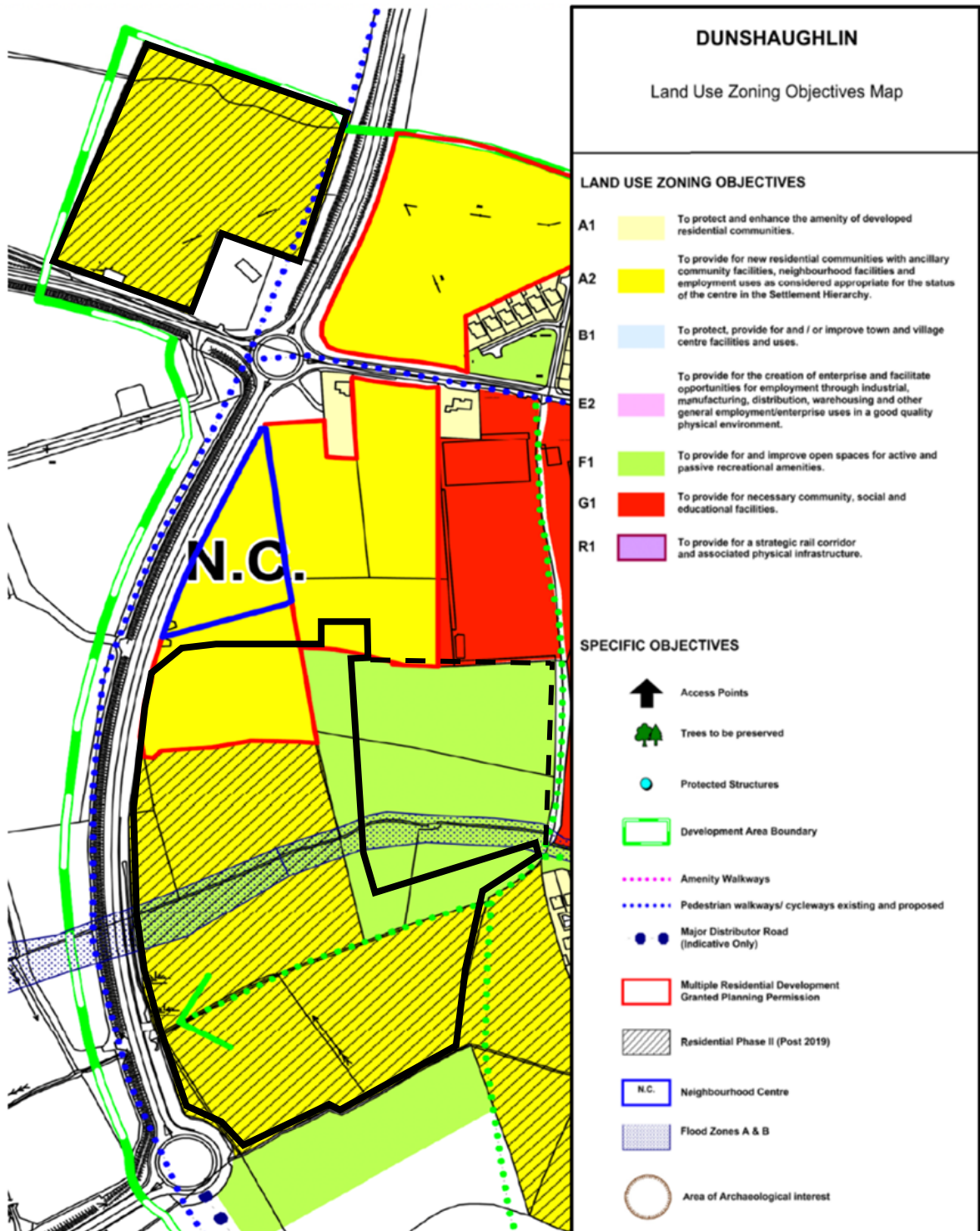


Figure 3.2: Ex tract from the zoning map for Dunshaughlin in the Meth County Development Plan 2013 – 2019 with site outlined indicatively in solid black line. The lands zoned F1 – Open Space which are outside the application site but also under the control of the Applicants are indicated in a dashed black line (Overlay by SLA).

Residential development is permitted on lands zoned A2 – New Residential. A childcare facility is also permissible use on lands zoned A2 – New Residential.

Landscaping, pedestrian / cycle pathways and a limited amount of underground water services are proposed on lands zoned F1 – Open Space.

Should the Board consider that the road connection between Character Area 3 and 4 is not permissible in term of land use zoning consideration has been given to an alternative layout where this vehicular link is omitted.

The Design Team have included an option whereby the road connection between Character Area 3 & 4, across F1 zoned land, is omitted and the layout including pedestrian connectivity is amended to suit the alternative layout. We refer the Board to the Dwg. No. 12-081A - P171 'Road Options Across F1 Zoned Land', prepared by Waterman Moylan Consulting Engineers which illustrates the alternative option which is simply a matter of omitting the road link and rationalising the road layout where the road would connect with Character Area 3 and Character Area 4 respectively.

We refer the Board to the Landscape Design Development Report, prepared by Doyle + O'Troithigh Landscape Architects which illustrate how the landscaping approach is amended to respond to the omission of the road link.

This EIAR also considers the potential impact of the alternative layout proposed as set out above.

3.5.4 Dunshaughlin Local Area Plan 2009 – 2015

Sitting below the County Development Plan in the development plan hierarchy is the Dunshaughlin Local Area Plan 2009 – 2015 (hereafter, the 'LAP'). This is a statutory plan, the objectives of which are required to be consistent with the County Development Plan. Where a policy conflict arises, it is the objectives of the County Development Plan that take precedence.

The zoning map and key policies and objectives from the LAP are incorporated into the County Development Plan. One of the key principles which directs the housing policies within the LAP is the delivery of a high-quality living environment with a range of housing types and community facilities and the provision of neighbourhoods rather than traditional housing estates

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

Development of Dunshaughlin

LAP Policy Res-2: *"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."*

The proposed development will intensively develop a remaining vacant site in the LAP lands, predominantly for residential use with a childcare facility and potentially a small scale retail use that are located proximate to and entirely ancillary to the existing uses in the town centre. The proposed development would capitalise on the considerable infrastructural investment that has taken place both within Dunshaughlin as a whole and within the immediate western environs of the town, much of which has been facilitated and indeed carried out by the Applicant.

It is set out that the subject site is 'shovel ready' and can be readily facilitated. This is in large part due to the fact that the existing Dún Rioga development (Phase 1) provides access to footpaths, cyclepaths, roads and services. The following infrastructure is available (Please refer to the Design Statement, prepared by O'Mahony Pike Architects for further detail): -

- Foul Drainage Capacity and Water Supply Capacity – confirmed by Irish Water in Confirmation of Feasibility for the proposed Strategic Housing Development for Phase 2 lands.
- Road infrastructure (including a new roundabout on the R125 to facilitate direct access to the landholding which is being delivered as part of the first phase of Castlethorn's development). The subject lands are unique within the town in terms of adjoining distributor road infrastructure having been completed.
- Surface water attenuation pond within the current Phase 2 landholding that is sized to serve both Phase 1 and Phase 2 development.

- Trunk foul main and surface water outfall already in place in the Phase 2 lands of the landholding.
- Furthermore, the lands are considered spatially sequential and positioned adjacent to the existing built-up footprint of Dunshaughlin and contiguous to existing developed lands, facilities and amenities.

3.6 Characteristics of the Proposed Development

The Planning Application is accompanied by detailed drawings and a detailed Design Statement, prepared by O'Mahony Pike Architects, which provides a rationale for the design of the proposed scheme and the dwelling types proposed.

The proposed development subject of this Planning Application generally consists of 415no. residential units (254no. houses, 55 duplex and 106 apartments ranging from 2 – 5 storeys in height), 1no. childcare facility (approximately 409 sq. m), 1no. and all associated and ancillary site development, infrastructural, landscaping and boundary treatment works.

The proposed development is set out in 3no. Character Areas. **Character Area 6** (c. 3.75 Ha) comprises a greenfield site bounded to the north and west by agricultural lands, Drumree Road (L2208) to the south and Dunshaughlin Link Road (R125) to the east. A single private dwelling adjoins the subject site along the south eastern boundary.

Character Areas 3 & 4 (c. 8.48 Ha) are generally bounded to the west by the existing Dunshaughlin Link Road (R125), to the south and east by lands zoned for open space and Dunshaughlin Community College, to the north by under construction development of Phase 1 lands (currently under construction and nearing completion by the Applicant) and lands identified for neighbourhood centre use which may ultimately accommodate a local centre providing local convenience and service uses.

3.6.1 Layout & Design

The proposed scheme provides a high quality, architecturally designed scheme within a landscaped setting, at a vacant site that is extremely well connected to public transport and local facilities that supports this density residential development. The proposed scheme has had regard to National, Regional and Local Planning Policy, as well as Ministerial Guidelines such as the Apartment Guidelines and the Building Height Guidelines.

An Urban Design Statement has been prepared by O'Mahony Pike Architects to accompany this application. This sets out the architectural design approach to place making at this site and how this has been informed by: -

- The site context and existing development.
- The planning precedent set by the extant permission.
- Land use zoning.

The Design Statement describes the proposed site layout and building character within the scheme which enhance its legibility and coherence, and the connections made through the site to enhance physical and visual permeability.

A detailed Housing Quality Assessment has been prepared by O'Mahony Pike to accompany this planning application, demonstrating the full compliance of the proposed apartment units with the relevant residential amenity standards.

3.6.2 Materials Strategy

We refer the Board to the accompanying elevational drawings, prepared by O'Mahony Pike Architects for preliminary details of materials and finishes of the proposed development. A palette of materials and colours has been chosen to provide a robust, quality finish to the scheme while referencing the existing developments in the area.

The proposed render will be a through colour low maintenance variety. Robust detailing will ensure unsightly water staining does not become an issue in years to come. The development will be managed and maintained by a management company.

3.6.3 Residential Development

The following tables identifies the extent of housing, duplex and apartment accommodation envisaged within the scheme. For clarity, duplex units are considered as apartments and are included in that table as a result.

| Unit Type | | | |
|--------------------------|--------------|------------------------------|---|
| Unit Type | No. of Units | GFA (m ²) / Unit | Min. Size – Guidelines 2018 (m ²) |
| 1 Bed Apartment | 32 | 47.1 – 50.3 | 45 |
| 2 Bed Apartment 4 Person | 74 | 75.5 – 80.8 | 73 |
| 2 Bed Duplex 4 Person | 24 | 99 – 106 | 73 |
| 3 Bed Apartment | 31 | 104 – 115 | 90 |
| Total | 161 | Max.10,342.2 sq. m | |

Table 3.1: Residential Schedule of Accommodation for the proposed development.

These details can also be found in the Schedule of Accommodation and Housing Quality Assessment, together with the House Type drawings prepared by O'Mahony Pike Architects.

3.6.4 Density

The Housing Allocation & Zoned Land Requirement set out in Table 2.4 of The Meath County Development Plan 2013 – 2019 promotes the achievement of residential densities in Dunshaughlin at 35no. units per hectare. Other considerations include ensuring high quality urban design and open space.

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 net residential density of 35 – 50no. units per hectare recommended.

The net developable area excludes the Flood Zone area, wetland attenuation area and lands zoned F1 – Open Space which is consistent with Appendix 1 of the Sustainable Residential Development Guidelines.

The proposed development achieves a net density of c. 42 units per Ha and is in accordance Sustainable Residential Development in Urban Areas (2009). We refer the Board to Dwg. No. 1217A-OMP-00-ST-DR-A-1080 'Net Density Calculation', prepared by O'Mahony Pike Architects which show the areas omitted for the purposes of net density calculations.

The proposed development provides critical mass in terms of delivering architecturally designed residential accommodation for a range of household types, close to existing facilities and amenities in the town centre thereby representing a sustainable new residential development that will support the viability of local businesses and community facilities within Dunshaughlin.

Located within reasonable walking distances of existing and planned key transport options such as Bus Eireann and Private Bus routes (and future Phase 2 Navan to Dublin Rail), the scheme supports sustainable integrated land use and transport planning and is proximate to employment, education and retail service facilities in Dunshaughlin. Core Principle 6 seeks: -

“To support the creation of a compact urban form in all settlements in Meath.”

The proposed density is consistent with greater policy emphasis in the National Planning Framework, Regional Spatial and Economic Strategy and Ministerial Guidelines. These documents (all published since 2018) promote higher densities and greater height in the pursuit of more sustainable compact urban development at central or accessible urban locations, and that support investment in and use of sustainable transport such as this.

3.6.5 Unit Mix

| Unit Mix | |
|------------------------|---------------------------|
| Unit Type | Percentage of Total Units |
| 57no. 4 bed houses | 13.7% |
| 191no. 3 bed houses | 46% |
| 6no. 2 bed houses | 1.4% |
| 31no. 3 bed duplexes | 7.5% |
| 24no. 2 bed duplexes | 5.8% |
| 74no. 2 bed apartments | 17.8% |
| 32no. 1 bed apartments | 7.7% |

Table 3.2: Mix of unit typologies within the proposed development.

Overall, the housing typologies proposed, and the associated mix of unit sizes is consistent with the Development Plan’s objective to encourage a wide variety of housing types, sizes and tenures which will support the establishment of sustainable residential community.

3.6.6 Part V – Social & Affordable Housing

There has been on-going dialogue between the Applicant and Meath County Council Housing Department with regard Part V provision prior to making this Planning Application. The proposed development will include the provision of 41no. units under Part V.

Further detail with regard the social and affordable housing proposed is set out in the Part V Proposal, prepared by Castlethorn Construction and the Part V Statement, prepared by O’Mahony Pike Architects which shows the proposed location of the units.

3.6.7 Building Height

The proposal makes a positive contribution to the improvement of legibility through the site and wider urban area within which the development is situated and integrates in a cohesive manner.

The proposal positively contributes to the mix of uses and building/dwelling typologies available in the neighbourhood.

The proposed development will provide for a greater range of one and two bed dwelling typologies in a highly accessible location adjacent to and established neighbourhood centre and next to the town centre.

3.6.8 Drainage Infrastructure & Flood Risk

We refer the Planning Authority to the Engineering Assessment Report and Engineering Drawings prepared by Waterman Moylan Consulting Engineers.

Wastewater

Character Area 3 will discharge directly into the foul sewer trunk main constructed under Phase 1 (Reg. Ref. DA/120987, ABP Ref. PL17.241988 refers).

Character Area 4 will discharge by gravity into the foul sewer which runs alongside the Skane River via a manhole which was constructed in Phase 1 (Reg. Ref. DA/120987, ABP Ref. PL17.241988 refers).

Character Area 6 will be connected to the foul sewer constructed in Phase 1 (Reg. Ref. DA/120987, ABP Ref. PL17.241988 refers). This will require drainage works along the Drumree Road and a portion of the R125 to facilities these connections.

Surface Water

Character Area 3 & 4 surface water will drain into the existing drainage network constructed under the approved Phase 1 (Reg. Ref. DA/120987, ABP Ref. PL17.241988 refers). The existing drainage and attenuation pond have sufficient capacity to cater for this catchment. Attenuation tanks are included in Character Area 4 to ensure the discharge of surface water is appropriately managed to pre-existing run-off rates.

Character area 6 surface water will discharge into the existing network on the Drumree Road. Attenuation tanks are included in this area to ensure the discharge of surface water is appropriately managed to pre-existing run-off rates.

Sustainable Urban Drainage Systems (SuDS) measures are also been implemented throughout the development to assist in the management of surface water runoff: -

- Permeable Paving.
- Swales.
- Hydrobrake.
- Downstream Defender.

Water Supply

The proposed development is served by an existing water main within Dumree Road and existing watermain spurs constructed in Phase 1 (Reg. Ref. DA/120987, ABP Ref. PL17.241988 refers).

Character Area 3 & 4 will connect to the existing watermain spurs constructed in Phase 1 (Reg. Ref. DA/120987, ABP Ref. PL17.241988 refers). Character Area 6 will connect to the existing water main within Dumree Road.

Flood Risk

A Site Specific Flood Risk Assessment, prepared by Waterman Moylan Consulting Engineers in accordance with the recommendations in the Strategic Flood Risk Assessment produced as part of the Meath County Development Plan 2013 – 2019 and the Planning System and Flood Risk Management Guidelines for Local Government (2009).

The subject lands have been analysed for risks from flooding from the Irish Sea, fluvial flooding, pluvial flooding, groundwater and failures of mechanical systems. Through careful design and appropriate mitigation measures, the risks and consequences of flooding have been mitigated across the development. The residual risk associated with flooding from the Irish Sea, fluvial flooding, pluvial flooding, groundwater and failures of mechanical systems is categorised as low on the basis that mitigation measures are fully implemented.

3.6.9 Landscape Proposal

The proposed landscape scheme is a key component of the integration of the new building environment with the existing and proposed landscape conditions having regard to the provisions of the land use zoning pertaining to the site and the LAP.

The landscape is a key asset which establishes the strategy of the site, with the space in between these public open spaces forming the development zones across both sites. The proposed development includes a considered and high-quality landscape proposal.

Full details of the landscape design proposals are enclosed in the Landscape Masterplan and Landscape Design Report, prepared by Doyle + O'Troithigh Landscape Architects.

Character Areas 3 & 4

Key landscape features include: -

- **Eastern Linear Park:** This linear open space is located to the eastern edge of Character Area 3. This space features a dedicated cycle/pedestrian path accessing the site from the north where it runs southwards through a new parkland arrangement towards the River Skane and further interconnecting path links. Existing hedgerows and trees of merit will be retained and reinforced with additional native (tree & hedgerow) species planting.
- **East / West Open Space:** The existing attenuation pond located between Character Area 3 & 4 will be retained. An open space is proposed immediately to the north of the ponds and the River Skane corridor is located to the south.
- **River Skane Corridor:** The River Skane runs centrally through the site located between Character Area 3 & 4 in an east-west direction. The side slopes of the corridor will require some remodelling to deal with required site levels and Finished Floor Levels whilst ensuring a natural landscape quality of relationship with the proposed built development to the north and south. 2no. pedestrian bridge are proposed to connect over the River Skane to provide further permeability through the site.

Character Area 6

Key landscape features include: -

- **Central Open Space:** The space is located centrally with Character Area 6. It is on an axis with the vehicular entrance and will offer visual interest on the approach into the area by including feature tree line to the west of the space.
- **Eastern Open Space:** This open space is located to the eastern edge of the Character Area 6 where it incorporates a seating zone with a south and south-west facing aspect edged with formalised hedging and clear trees. Within this space, a formalised play area is proposed with feature play elements for younger children.

- **Southern Buffer:** A series of open spaces are proposed which shall include underground attenuation tanks. Gentle grass mounding and feature tree planting are proposed here which will provide visual interest upon arrival as well as providing opportunity for play and a break-out zone from adjoining dwellings.

3.6.10 Open Space Provision

The residential development includes a total area of public open space of c. 4.07 Ha between the two distinct portions of the application site,

| Character Area | Class 1 | Class 2 | Lands Zone 'F1' – Open Space | Total Hectares (% of Site Area) |
|----------------------|---------|---------|---------------------------------|------------------------------------|
| Character Area 3 & 4 | 0.82 Ha | 0.5 Ha | 2.18 Ha | 3.5 Ha* |
| Character Area 6 | - | 0.57 Ha | - | 0.57 Ha |
| Total | 0.82 Ha | 1.07 Ha | 2.18 Ha | 4.07 Ha (27.4%) |

* Does not include landscape buffer areas to the east adjoining undeveloped lands and the west adjoining the R125 (incidental landscaping rather than useable space) – 0.13 Ha

Table 3.3: Breakdown of public open space provision within the proposed development.

The overall development meets the public open space standards set out in the Development Plan. The proposed development will provide c. 4.07 Ha of public open space across both sites which equates to c. 27.6% of the red line area (15.4% of gross site area excl. attenuation, F1 Zoned Lands and Landscape Buffer Zones).

When the lands zoned F1 – Open Space are excluded both Character Area 3 & 4 and Character Area 6 meet the minimum requirements of 15% public open space independently.

Private Open Space

The private open space for the house units are in accordance with the Development Plan standards. The apartments proposed within the development will accord with the New Apartments Guidelines (2018) in their design, floor areas (including private amenity space) and layout. These Guidelines issued under Section 28 of the Planning and Development Act superseded the standards set out within the Development Plan. We refer the Board to the Housing Quality Assessment, prepared by O' Mahony Pike Architects which demonstrates compliance with the minimum standards for private open space.

Communal Open Space

The communal amenity space provided as part of the proposed development provided in a number of ground level gardens / landscaped areas adjoining the apartments / duplexes and a rooftop terrace specific to Block A. The total amount of communal open space provided as part of the proposed development amounts to c. 1,813 sq. m. which comfortably exceeds the standards set out in the Guidelines.

3.6.11 Access

The proposed layout is highly permeable. Primary north / south pedestrian and cycle linkages have been facilitated on the western and eastern edge of Character Areas 3 & 4 which are connected east-west along the northern and southern edges of the site and along the Skane River to facilitate looped walking and cycling routes.

The proposed green route along the Skane River has the potential to connect east to the Town park and Main Street. This proposed looped network would also connect north to the completed Phase 1 footpath and cycle network.

The general layout is based on the provision of a clear hierarchy of streets including 'homezones' which are in compliance with DMURS with the emphasis of the proposed layout to prioritise pedestrian and cycle movements.

Vehicular access to Character Areas 3 & 4 is via 2no. vehicular junctions off the Dunshaughlin Link Road (R125) – one existing at the southern end of Character Area 4 and one permitted (under Phase 1) but as yet unconstructed at the northern end of Character Area 3. Further access will be provided through Character Area 2 (north of the subject site – currently under construction) which will ultimately connect to the Drumree Road.

Vehicular access to Character Area 6 is proposed from L2208 via a new priority-controlled T-junction from L2208 Drumree Road (south of the site).

1no. vehicular bridge and 2no. pedestrian bridges will be provided to connect Character Areas 3 & 4 over the River Skane. It is acknowledged that a Section 50 Application will be made to the Office of Public Works (OPW) for each crossing separately to facilitate the development of these bridges in due course. We confirm that Waterman Moylan Consulting Engineers have engaged with the OPW and an application is being prepared for submission.

Provision has also been made on the southern edge of Character Area 4 to facilitate future connections to the undeveloped residential lands to the southeast and proposed employment lands to the south of the subject site.

The layout of the proposed development has been designed in accordance with the Design Manual for Urban Roads and Streets (2013), The National Cycle Manual and Meath County Council requirements for Taking in Charge. We refer the Board to the DMURS Statement of Consistency, prepared by Waterman Moylan Consulting Engineers for further detailed discussion.

Alternative Access between Character Area 3 & 4

Should the Board consider that the road connection between Character Area 3 and 4 is not permissible in term of land use zoning consideration has been given to an alternative layout where this vehicular link is omitted. Further discussion in relation to land use zoning is set out in Section 10 of this Report.

The Design Team have included an option whereby the road connection is omitted and the layout including pedestrian connectivity is amended to suit the alternative layout. We refer the Board to the Dwg. No. 12-081A-P171 'Road Options Across F1 Zoned Land', prepared by Waterman Moylan Consulting Engineers which illustrates the alternative option which is simply a matter of omitting the road link and rationalising the road layout whereby vehicular access to Character Area 3 would be solely from the north and vehicular access to Character Area 4 would be solely from the south.

We refer the Board to the Landscape Design Development Report, prepared by Doyle + O'Troithigh Landscape Architects which illustrate how the landscaping approach is amended to respond to the omission of the road link.

To provide sufficient comfort to the Board, the Environmental Impact Assessment Report also considers the potential impact of this minor alteration. It was found that no significant impact would arise from the omission of this road link from the proposed development.

Ultimately, the Applicants preferred solution is to include the vehicular link between Character Area 3 & 4. Notwithstanding, the Applicant will accept a condition as part of any grant of permission seeking the omission of the road if the Board deem it unacceptable from a land use planning perspective.

3.6.12 Car Parking

There is 664no. car parking spaces proposed with this development, including: -

- 442no. house allocated and unallocated car parking spaces for houses.
- 161no. car parking spaces for apartments / duplexes.
- 47no. visitor car parking spaces for apartments / duplexes.
- 8no. childcare facility spaces and 6no. accessible spaces.

The car parking proposals are in line with the County Development Plan's Core Principle "*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*". It is anticipated that the proposed parking provision will be sufficient to meet the needs of the future residents.

We refer the Board to the Traffic & Transport Assessment, prepared by Waterman Moylan Consulting Engineers which concludes that the car parking provision is generally in accordance with the Meath County Development Plan 2013 – 2019 and the New Apartment Guidelines (2018).

Furthermore, we refer the Board to Dwg. No. 1217A-OMP-00-ST-DR-A-1030 'Car Parking Plan', prepared by O'Mahony Pike Architects which show the allocation of car parking across the proposed development.

3.6.13 Bicycle Parking

There is 568no. bicycle parking spaces proposed with this development, including: -

- 188no. dedicated bicycle parking spaces and 58no. visitor bicycle parking spaces for apartments.
- 141no. dedicated bicycle parking spaces and 28no. visitor bicycle parking spaces for duplexes.
- 101no. dedicated bicycle parking spaces and 52no. visitor car parking spaces for mid-terrace houses.
- For houses with direct separate access to rear gardens, bicycle parking can be readily accommodated within the rear curtilage of the property.

We refer the Board to the Traffic & Transport Assessment, prepared by Waterman Moylan Consulting Engineers which concludes generally that the bicycle parking provision exceed the requirements set out in the Meath County Development Plan 2013 – 2019 and the New Apartment Guidelines (2018).

Furthermore, we refer the Board to Dwg. 1217A-OMP-00-ST-DR-A-1050 'Bicycle Parking Plan', prepared by O'Mahony Pike Architects which demonstrate the range of bicycle parking facilities across the proposed development. Careful consideration has been given to the location of bicycle stores in particular to ensure they are within convenient walking distance of dwellings.

3.6.14 Ancillary Uses

It is proposed to provide a childcare facility as part of the development of c. 409 sq. m. The proposed childcare facility will accommodate up to 80no. children and will include an outdoor garden and play area (c. 653 sq. m).

On that basis of the above, 293no. units of the proposed development are likely to create childcare demand. Based on the provision of the Childcare Guidelines this would generate demand for approximately 78no. childcare spaces.

It is noted also that a further childcare facility is also already being provided in Phase 1 of Dún Ríoga. As such, there will be two childcare facilities, with a combined capacity of 125no. children to cater for approx. 557no. units (combined Phase 1 – 142no. unit and proposed development 415 no. unit).

3.7 Project Life Cycle

The purpose of this section is to provide a description of the proposed development and consider all relevant aspects of the project life cycle both during construction and post construction. These include the following: -

- Construction Stage (Land Use Requirements, Construction Activity & Significant Effects).
- Operation Stage (Processes, Activities, Materials Used).
- Secondary and Off-Site Developments.

3.7.1 Construction Phase

A 5 Year Planning Permission is being sought from An Bord Pleanála. A determination on the application is expected from An Bord Pleanála in late Q1 2021.

Allowing a reasonable period for mobilisation and site set up, it is expected that works will commence in Q3 2021 subject to permission and the discharge of any pre-commencement planning conditions.

The Construction Phase will commence in Q3 2021 with the projected completion of the buildings expected towards the middle of 2024 (approximately 36 months).

3.7.1.1 Construction Stage

As noted previously, the construction of this development is likely to take place in 3no. phases of development as described below: -

Site Development Works – Access, site clearance and implementation of associated drainage infrastructure.

- **Phase 1** – Construction of 141no. units and the childcare facility including associated commensurate open space, service provision and access.
- **Phase 2** – Construction of 125no. units including associated commensurate open space, service provision and access.
- **Phase 3** – Construction of 149no. units including associated commensurate open space, service provision and access.

The Contractor will be required to prepare a detailed Construction Management Plan, including traffic management, on foot of these phasing proposals.

3.7.1.2 Construction Activities

There are a number of construction activities involved in a project such as this. The activities (independent of phasing) can be divided into five general categories: -

- **Excavation:** This includes site clearing and earthworks – soil / rock removal – required to prepare the site for the foundations and residential floorspace above.
- **Structure:** Structure includes the foundations and the physical frame of the residential units and childcare facility.
- **Enclosures:** The enclosures for the buildings will be formed from concrete frame, brick, block work, timber, and glass, with slate roofs and flat roofs, all with the required levels of insulation and waterproof membranes.
- **Services:** The requisite services will be provided including drainage and lightning.

- **Landscaping:** The landscaping works include some hard landscaping, roads, footpaths, cycle-paths, bed and tree planting, and significant open spaces. In addition, there are a number of existing trees to be protected on site and incorporated into the new scheme.

3.7.1.3 Construction Access

Three site access locations have been identified, one per construction phase: -

- **Phase 1** construction access will be via the R125, traversing the eastern edge of the site, around the access junction and into the road constructed between Phase 1 and the northern portion of the Phase 2 south site. The access location will be on the north side of the northern portion of the Phase 2 south site.
- **Phase 2** construction access will follow a similar route via the R125, with the access point located at the south west corner of the Phase 2 south site.
- **Phase 3** construction access will be via the R125, connecting onto Dumree Road. The access location will be at the north site development entrance, which is located on Dumree Road, east of the junction roundabout.

3.7.1.4 Air Quality – Dust & Dirt

The appointed Contractor shall put in place a regime for monitoring dust levels in the vicinity of the Site during the Construction Phase. The level of monitoring and adoptions of mitigation measures will vary throughout the Construction Phase depending on the type of activities being undertaken and the prevailing weather conditions at the time

The potential impacts associated with air quality during the Construction Phase are addressed in Chapter 9: Climate (Air Quality & Climate Change).

3.7.1.5 Noise & Vibration

It is not envisaged that any significant prolonged noise and vibration producing activities will be carried out onsite.

The potential impacts associated with noise and vibration during the Construction Phase, are addressed in Chapter 12: Air (Noise & Vibration).

3.7.1.6 Waste

An Outline Construction & Environmental Management Plan and Outline Construction and Demolition Waste Management Plan have been prepared and are included with the SHD Planning Application. In addition, Chapter 15: Material Assets (Waste) of this EIAR includes details regarding the anticipated amounts of waste generated from the project, the subsequent potential impacts and the mitigation measure proposed to ameliorate any anticipated negative impacts.

In summary, all waste generated during the construction and operational periods is proposed to be appropriately disposed of in accordance with the Waste Management Plans.

3.7.1.7 Health & Safety Issues

The development will comply with all Health & Safety Regulations during the construction of the project. Where possible potential risks will be omitted from the design so that the impact on the construction phase will be reduced.

3.7.2 Operational Phase

The proposed Development is a residential development consisting of houses, duplex and apartments ranging in height from 2 to 5 storeys and amenity facilities.

The primary direct significant environmental effects will arise during the Construction Phase. As a result, the Operational Phase of the Proposed Project is therefore relatively benign and not likely to give rise to any significant additional impacts in terms of activities, materials or natural resources used or effects, residues or emissions which are likely to have a significant impact on human beings, flora and fauna, soils, water, air and climate.

The primary likely significant environmental impacts of the Operational Phase as a result of the proposed Development are fully addressed in the relevant specialist chapters of this EIAR. These impacts relate to Population & Human Health, Landscape & Visual, Climate (Noise & Vibration) and Climate (Air Quality & Climate Change) associated with the traffic generated.

The Proposed Development also has the potential for cumulative, secondary and indirect impacts (i.e. traffic) and can be difficult to quantify due to complex inter-relationships.

However, all interactions and cumulative impacts are unlikely to be significant, have been addressed in Chapter 21: Summary of Cumulative Impacts and Interactions of this EIAR.

3.8 Related Development and Cumulative Impacts

Each Chapter of the EIAR includes a cumulative impact assessment of the Proposed Development with other planned projects in the immediate area. The potential cumulative impacts primarily relate to traffic, dust, noise and other nuisances from the construction of the development, with other planned or existing projects, and each of the following EIAR chapters has regard to these in the assessment and mitigation measures proposed.

As such, with the necessary mitigation for each environmental aspect, it is anticipated that the potential cumulative impact of the proposed development in conjunction with the other planned developments will be minimal.